

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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January 1, 1915. Temperature 6 a.m. 65. 2 p.m. 66. Humidity 88.

February 1, 1914. Temperature 6 a.m. 63. p.m. 69. Humidity 90. 76.

WEATHER FORECAST  
OVERCAST  
Barometer 29.07

2819 日八十月二十年寅甲

MONDAY, FEBRUARY 1, 1915.

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## TO-DAY'S LATEST WAR TELEGRAMS.

### GERMANS SUFFER HEAVY LOSSES.

### ENEMY SUBMARINES ACTIVE.

### British Merchant Vessels Sunk.

### NATIVE TRIBES REBEL IN NYASSALAND.

[Reuter's Service to The "Telegraph."]

Jan. 31, 10.20 p.m.

Lloyd's agent at Douglas states that on January 30 the steamer Kilcon Garston was sunk by a German submarine, eighteen miles north-west of Liverpool bar.

The crew was landed by the coasting steamer Gladys.

### Nyassaland Natives Rebel.

Jan. 31, 5.55 p.m.

The Press Bureau announces that the Governor of Nyassaland reports that native tribes have rebelled in the Shire Highlands and attacked an estate during night-time, killing three white settlers and wounding one.

They also seized three white women and five children, but subsequently released them, and then attacked a store at Blantyre, killing a watchman and seizing arms and ammunition, but not attacking the whites.

### Situation Well in Hand.

The situation is well in hand. The leader of the rebellion has not been captured, but his village has been attacked and several of the ringleaders arrested, three of whom have been executed.

### British Re-capture Trenches.

Jan. 31, 5.35 p.m.

A Paris communique states:—There have been heavy artillery actions at numerous points. We had the advantage everywhere. The British Army before La Bassée has re-captured all the trenches momentarily lost.

### Germans Bombard a Church.

The Germans bombarded a church to the south of Arras. Further southward we destroyed two of the enemy's guns, several works and a number of mortars, and dispersed concentrations of troops.

The Germans made three fresh attacks at Fontaine-Madame, but all were repulsed.

### Submarine in the Irish Sea.

Jan. 31, 12.10 a.m.

The steamer Ben Cruachan has been torpedoed off Fleetwood. The crew has been landed.

### Three Steamers Sunk.

Jan. 31, 3.5 a.m.

Submarine U 21 met the Ben Cruachan, a coaster of 1,978 tons, early in the morning, twenty-one miles west of the mouth of the River Lune. The Germans gave the crew of twenty-three, ten minutes to take to the boats, and then blew up the vessel. The crew was picked up by a fishing smack.

At 12.30 the submarine intercepted the steamer Uda Blanco, bound from Manchester for Belfast, due west of Liverpool.

The crew of ten met with a similar experience. The Belfast packet which arrived in Liverpool in the evening reports that she saw the submarine destroy a third steamer at 3.40 o'clock in the afternoon.

### Vessel Sunk in English Channel.

Jan. 31, 4.25 p.m.

Reuter's correspondent at Havre states that at nine o'clock this morning the steamer Toko Maru, from New Zealand, was eight miles from Cap de la Heve, when an explosion occurred from an unknown cause.

The French trawler Semper rescued the crew of 57 and brought them to Havre.

The Toko Maru sank in an hour and a half, and, according to Reuter, had 97,000 carcasses of mutton on board from New Zealand, and gifts of clothing for the Belgian refugees.

## TO-DAY'S WAR TELEGRAMS.

### Submarine Commander's Orders.

Jan. 31, 1.20 p.m.

According to survivors, the commander of the U 21 said, "I am sorry to inconvenience you, but I have orders to sink all British craft."

### Germans on Admiral von Tirpitz's Threat.

In view of the above telegrams the following comments are of interest:—

Amsterdam, Dec. 23.

The "Frankfurter Zeitung" concludes from some recent declarations of Grand Admiral von Tirpitz to an American journalist that Germany intends to attempt a blockade of the British coast and to destroy British merchant shipping by means of big submarines, in which Germany possesses a superiority over Great Britain.

The paper quotes Admiral von Tirpitz's statement that submarine warfare is more effective than attack by airship, though, curiously enough, he keeps silence concerning the purpose of the numerous airships which Germany is constructing.

The paper says that Admiral von Tirpitz's declarations are highly important, and the German public knew well that Germany would have a reply ready to the question how the Germans ought to attack England's nerve centre. "Just because Admiral von Tirpitz did not hesitate to express his views so frankly to the public, says the journal, we see a guarantee that he is thoroughly sure of his ground. The paper argues that British naval activity on the Belgian coast is due to the growing fear of German submarine action, but the "Frankfurter Zeitung" continues:—

"We occupy Ostend, and mean to hold it as a base, and when our Admiralty considers the moment has arrived we will carry on the blockade war with determination and ruthlessness."

The "Deutsche Tageszeitung" also considers that Admiral von Tirpitz's declarations are highly important as indicating a means by which the policy of England to starve Germany out may be countered.—Reuter.

New York, Dec. 23.

The morning newspapers devote considerable attention to the long interview with Admiral von Tirpitz, which appeared yesterday in the "Evening Sun."

The "World" in an editorial article, asks should America be expected to say anything in reply to Admiral von Tirpitz. "Provided such warfare does not interfere with the lawful rights of Americans it concerns the U.S. no more than the exploits of the Emden and the Karlsruhe. Whether founded on piracy or not, Britain's domination of the sea is very real, and the Admiral's refusal to challenge her to an open fight is a wise one."

The "Tribune" says there is only one trouble about Admiral von Tirpitz's proposed marvellous achievement, and that is its impossibility as long as the present naval conditions prevail.—Central News.

### Another Battle Developing.

Jan. 31, 1.20 p.m.

Reuter's correspondent at Petrograd states that a communique says the engagements between the Dakis and Vyshoff Passes are assuming the character of a general battle.

The Russians have smashed the Austrians, south-west of Dukla, carrying three lines of trenches and capturing at least 2,500 prisoners and three guns. The Germans were repulsed with heavy losses at Berjimmoff.

### Russians Raid Trezibond.

A Russian torpedo boat has raided Trezibond, destroying the barracks and stores. The troops fled.

### Reports of German Casualties Confirmed.

Jan. 31, 1.20 p.m.

A Paris communique has confirmed the report that the enemy left a large number of dead on the battlefield at the foot of the Great Dune, north of Lombaertzyde, and also in front of the British lines at La Bassée.

There have been fairly vigorous bombardments at Arras, Ecurie and Beclincourt.

In the Argonne there has been a slight retirement of our troops, who are organized on fresh lines 200 metres behind those previously occupied.

The ground was keenly contested and the enemy's losses were very high.

Ours were serious.

(Official Telegrams from French Government, via Peking).

Jan. 30.

The 28th was a good day for the Allies and was marked by local actions. In the Nieuport region a German aeroplane was wrecked and the Allies took a fort in the great sandhill. At Fontaine-Madame we repulsed an attack made by the Germans, who sustained very heavy losses, more than 300 dead bodies being found in front of our trenches. The total losses of the enemy are over one battalion. In the Vosges, artillery fighting prevailed, and the French troops strengthened their positions everywhere on part of the ground conquered on the 27th.

German communique are spreading false news. Reports stating that the Germans obtained a marked success in the Craonne region and took French machine guns in Alsace are inaccurate, also those stating that French attacks have been repulsed in Alsace. On the contrary, we gained about 400 metres and maintained our previous gains north of Burnhaupt-le-Bas, Senones, Ban-de-Sapt and Amerzwiller. News of a rising in Morocco is absolutely false.

## TO-DAY'S WAR TELEGRAMS.

### Attacks Repulsed.

Jan. 31.

On the 29th in front of Quinchoy (near La Bassée) British troops repulsed a German attack three battalions strong, who sustained very heavy losses. On the outskirts of Neuville Saint Waast, our heavy artillery blew up all the caissons of a German battery. In the Albert, Roye, Soissons and Craonne regions, artillery fighting prevailed. A German aeroplane was captured.

### (Havas Telegrams.)

Jan. 29, 6.30 p.m.

French Government Stock now stands at Fr. 73.50. Yesterday was marked specially by local actions, all being favourable for the Allies. In Belgium, in the Nieuport region, we obtained a footing in the great sandhill, and wrecked a German aeroplane. In the Ypres, Lens and Arras sectors artillery duels prevailed, the struggle being very fierce and the firing accurate. Everywhere we consolidated our positions.

A Petrograd official message says:—Fighting is still prevailing north of Pilkallen and in Gumbinnen. The Russians on the 26th and 27th gained a marked advantage, south-east of Dukla Pass, the enemy replying by hastily abandoning ammunition and material.

Jan. 30.

French Government Stock now stands at Fr. 73.80. Yesterday was a calm day on the whole front. In Belgium artillery fighting prevailed. British troops repulsed, in front of Quinchoy, a vigorous attack delivered by three German battalions, with heavy losses. French heavy artillery, north of Arras, took under its fire a German battery, and blew up all the caissons. Artillery fighting prevailed in the Albert, Roye, Soissons, Craonne and Rheims sectors, also at Pertuis, being very effective and the firing often very accurate, the French batteries behaving splendidly. In Woivre the Germans blew up a mine, intending to destroy our trenches, but only succeeded in wrecking theirs.

[The following telegrams appeared in our Special Editions published yesterday:—]

### British Repulse Enemy with Heavy Loss.

Jan. 30, 5 p.m.

A Paris communique states that, before Quinchoy, near La Bassée, the British army repulsed an attack by three German battalions. The enemy sustained heavy losses.

### Artillery Duels.

Jan. 30, 5 p.m.

The communique continues:—Elsewhere the day was mostly calm. There were artillery duels, in which the French heavy guns bombarded the German batteries to the north of Arras and blew up the caissons of the enemy.

### Enemy Wreck their own Trenches.

At Elirey the enemy exploded a mine, intending to wreck our trenches, but only succeeded in destroying his own.

### British Easily Defeat German Attack.

Jan. 30, 9.10 p.m.

The Press Bureau says that Germans in some force attacked near Quinchoy, but were easily repulsed. Over two hundred dead were counted in front of our trenches. The British casualties were small.

### Turkish Positions on the Suez.

Jan. 30, 5.25 a.m.

Reuter's correspondent at Cairo says that the Turks occupy Katia, twenty-five miles north-east of Kantara, with outposts at Bir-el-Duqdar. Twelve miles nearer, there is another post, at Moy-ah-Arab, twenty-five miles east of the bitter lakes; and there is a third at Bir-Mabruk, ten miles east of Suez. The Turks also have a small post at Tor, on the Red Sea.

### A Brush with the British.

A Turkish reconnaissance on Thursday morning came in contact with a British post, east of Kantara. It was driven off, leaving four dead. The Turks carried off a wounded Indian officer. One Indian was killed and five (Gurkhas) wounded.

### Enemy Easily Defeated.

The enemy who attacked a post at Kubri, near Suez, were easily defeated.

### Mistaken for Enemies.

A French pilot and a British observer, who had met with an accident while in their hydroplane, were returning on foot when they were shot dead by patrols, who mistook them for enemies.

### Germans Repulsed on the Aisne.

Jan. 30, 1.45 a.m.

A Paris evening communique says that, east of Soissons, the Germans twice attempted to cross the Aisne, but were repulsed.

### Air-raids and Reprisals in France.

Several aeroplanes bombarded Dunkirk on the night of the 28th, killing and wounding some persons. The damage to property was insignificant. Early this morning two French aeroplanes dropped bombs on the enemy's camps in the regions of Laon, La Fere and Soissons.

(Continued on page 5.)

## TELEGRAMS.

### NEWS FOR BUSY MEN.

### CONDENSED.

The Germans have bombarded a church to the south of Arras.

It is reported that a German submarine has sunk three British merchantmen.

Heavy artillery actions along the front have resulted to the advantage of the Allies.

The British Army before La Bassée has re-captured all the trenches momentarily lost.

The Governor of Nyassaland reports that native tribes have rebelled, but the situation is well in hand.

The death is announced of Rear-Admiral Montagu, heir presumptive to the 8th Earl of Sandwich.

The Toko Maru, from New Zealand, with carcasses of mutton and gifts of clothing for the Belgian refugees, has been sunk.

It is confirmed that the Germans left a large number of dead north of Lombaertzyde and also in front of the British lines near La Bassée.

The Russians have smashingly defeated the Austrians to the south-west of the Dukla Pass, carrying three lines of trenches with the bayonet.

### NEWS.

"Jottings by the Way" appear on page 4 to-day.

The week-end local sport is reported in this issue.

Interesting war articles will be found elsewhere.

Further notes on the crisis appear on page 4.

A tribute to the Belgian nation by Lady Lugard is given on page 4.

A valuable work on "Finance in China" is reviewed in this issue.

General news and some letters dealing with Christmas on a battleship appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

### DON'T FORGET.

### TO-DAY.

Bijon Theatre—8.15 p.m.  
Victoria Theatre—9.15 p.m.  
"The Grotesques," Theatre Royal—9.15 p.m.

### TO-MORROW.

Bijon Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.  
The H.K. Land Investment and Agency Co., Ltd., Hongkong Central Estate and West Point Building Co., Ltd., meetings of shareholders—11.30 a.m. to noon.

### Monday, February 8.

Sale of China and Curios.—G. P. Lammer's Sales Room—2.30 p.m.

### Tuesday, February 9.

The H.K. Canton and Macao Steamboat Co., meeting of shareholders—noon.  
Union Waterboat Co., Ltd. Meeting of Shareholders.—Messrs. Dodwell & Co., Ltd. offices—11.30 a.m.

Sale of China and Curios.—G. P. Lammer's Sales Room—2.30 p.m.

### Wednesday, February 10.

Kowloon Land and Building Co., Ltd. Meeting of Shareholders—noon.



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## LESSONS IN CHINESE.

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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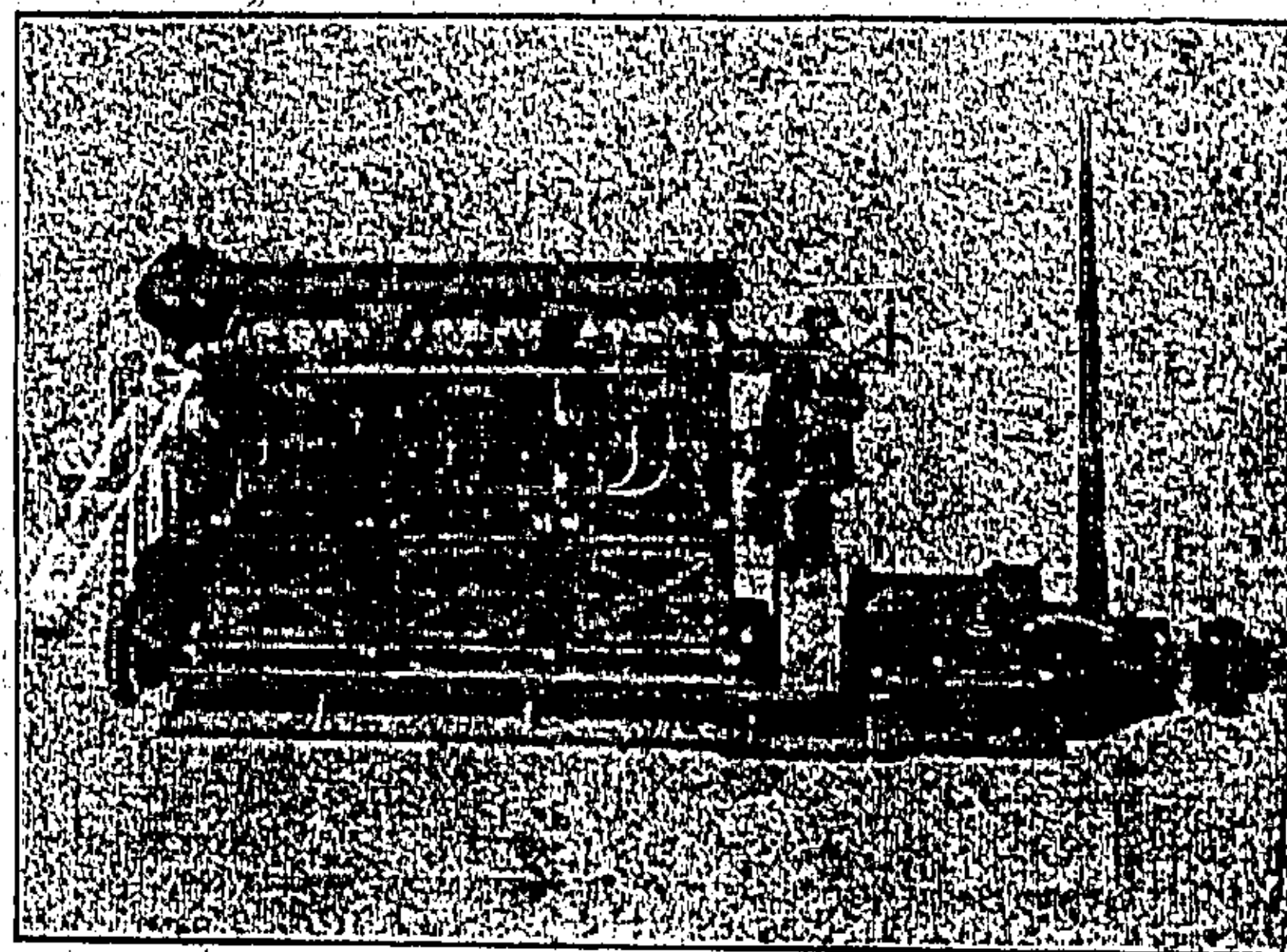
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South China Morning Post.

Drink and Insanity.

Insanity is said to be on the increase. Great Britain has its full share in the numbers of those who have become mentally affected. Our asylums are fairly full, and some little anxiety has been occasioned by the figures presented to us. But, in spite of that anxiety, very little has been done. Many reasons have been sought by doctors, clergy and those interested in the social state of their fellows. The caring care of the poor; their depression resulting from poor food; the anxiety because of unemployment; the heart-break of having little children underclothed, underfed, clamouring for food; financial worries, religious teachings of a certain type—all these have had a vague and received more than a little blame. Par excellence, alcohol is and has been the great enemy of mankind. This arch-enemy has been clothed in seductive colours, and the quality and idiosyncrasy of every palate has been studied to attract men.

Daily Press.

Corporal Punishment in China. We have frequently remarked on the tendency the Government of China is showing to revert more and more to the old forms and methods that have behind them the sanction of centuries, but every week seems to bring some new example of this phenomenon, and it is becoming impossible to guess at what point it will terminate. The latest instance will certainly be regarded with approval by the vast majority of Europeans resident in China, and especially those in Shanghai, though we doubt whether the Chinese who will be affected by it will welcome it as a beneficent reform. When the Manchou Government started on its judicial reform programme, one of the first steps was the official abolition of torture and of corporal punishment. It is unnecessary to ask to what extent this regulation was observed in the remote corners of the land where there was no fear of discovery; it was indeed but another example of the Chinese practice of making rules which they do not observe themselves but which they will always quote against a foreigner as a reason for not doing what he wishes.

China Mail.

War Transport and Tactics.

Experts are agreed that to a very great extent and as a matter of necessity strategy has been much lost sight of in the great war. This is said to be not because of the lack of able exponents on both sides, but simply because it has been largely upset by the advent of the aeroplane. The foundations of strategy lie in concealment and surprise, and there can be little of these when the "modern cherub" is sailing aloft all over the lines of communication. The German retreat from Paris and the transference of large bodies of troops from the right flank to the line was a manoeuvre which all the military manuals assert to be full of danger, and could scarcely have been effected without the aid of motor traction. Whether this movement was caused by the discovery of large French reserves behind Paris, or whether its purpose was to liberate divisions for use in East Prussia, it is certain that it was followed by the despatch of thousands of men against the Russians, and for the first time in history an army was fighting on two fronts, 600 miles apart.

Opium and the Chinese Government.

The Eastern Times states that the Government has decided to complete the abolition of opium by the end of this year in accordance with the treaty with Great Britain in the following programme: 1.—To effect the prohibition of the cultivation of poppy from January to March. 2.—From April to August the prohibition of the sale of opium will be effected. 3.—From September to the end of the year, no more opium smoking will be allowed.

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## GENERAL NEWS

**The Chinese National Flag.**  
An unconfirmed report that the Office of the Generalissimo proposes to change the national flag: (1) The national flag to be in three colours, white, black and red, (2) the military flag to be red with three yellow lines on the top.

**Two Motor Mishaps in Manila.**  
While driving along Calle Herran, Manila, the other day, Mr. Charles B. Sall met with an accident to his motor-car. The steering gear went wrong and caused the machine to swerve to the side and strike a stone wall, much to the detriment of the machine but without hurting the occupants of the car. Another accident happened in the same street on the same day, resulting in a Filipino boy getting knocked down by a passing car but without serious injuries. He stepped from a car and was hit by the vehicle as it passed. He was struck by the radiator and thrown into the street. At the hospital it was found, says the *Cablenews*, that his injuries were not serious.

**European Injured in F.M.S.**  
Mr. A. Wilson, European engine driver on the F.M.S. Railways, was seriously injured when taking the 4.43 train from Taiojong Malim to Kuala Lumpur last week. According to the *Malay Mail*, he had just drawn out of Kerling station and when near a bridge 300 yards from the station was seen by his fireman to disappear from the cab. The fireman stated that he believed the driver struck his head on the side of the bridge, but this is considered to be an impossibility. The engine was at once stopped and Mr. Wilson picked up in an unconscious condition. He was taken on the train to Kuala Lumpur, where he was at once admitted to the hospital and operated upon for severe injuries to the head. His condition has been critical, but hopes are now entertained that he may pull through.

**Harry Thaw in the "Tombs."**  
New York, January 23.—Harry K. Thaw has been brought here from New Hampshire and is now in the Tombs.

**Tibet.**  
According to the *Shun Pao*, the Dalai Lama has sent a high lama to the office of the Commissioner of Defence on the border of Szechuan to show his adherence to the Republic. General Chang, the Commissioner of Defence, by order of the Central Government, has presented \$2,000 as reward for the messenger and consented to place Chienchi again under Tibetan rule, as well as the temples and public properties hitherto occupied by the Government troops. Thus the situation in Tibet is becoming more hopeful.

**Prosperous Manila Customs.**

The amount of customs duties collected at the port of Manila from January 1 up to January 28 shows an increase of P. 42,531.66 over the amount collected during the same period last year. The figures for the first 24 days in January 1914 were P. 728,560.57. During the same period this month the collections totalled P. 769,002.23. These figures are only for the port of Manila, but the customs collector states that he expects to show a substantial gain for the other ports when the figures for the first month of the year come in.

**Russian Minister's Bereavement.**

M. Georges de Plancon, Russian Minister at Bangkok, has suffered a heavy loss in the death of his eldest son, who has died from the effects of wounds received while serving under his country's flag. The bereaved father received a telegram stating that Lieut. Globe de Plancon, second in command of a torpedo-boat cruising in the Black Sea, had succumbed to his wounds. Lieut. de Plancon was only twenty-five years of age. He came to Bangkok at the time of the coronation of the King of Siam, as A.D.C. to the Grand Duke Boris Vladimirovitch.

**Tin Mining Industry in F.M.S.**  
Ipoh, January 20.—Satisfactory tin prices have brought about an appreciable improvement in the conditions in Kinta Valley, and it is felt that if this is maintained the mines, after the Chinese New Year, will have to consider the question of an increase of wages, which were generally reduced on the outbreak of war.—*Straits Times*.

## NOTICE

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TUNING AND REGULAR ATTENTION INCLUSIVE.

## CHRISTMAS ON A BATTLESHIP.

A.B.'s Picture of Life on the North Sea.

From J. H. Smith, an A.B. on H.M.S. Conqueror:—  
We are all looking forward to Christmas, and there is a prospect of a good time, for a good many things have already come on board. I think the onlookers in London are going to help us all they can. Where we shall spend Christmas, of course, nobody knows. We may spend it at sea or at anchor; if so we shall probably be coaling.

One "apsam" a few weeks ago we commenced at five o'clock on the Saturday evening and finished at 2.30 on the Sunday morning, and it rained all the time. Officers and men alike were wet to the skin, and covered with coal-dust mud. That was our worst turn out, though every coal-ship is very much alike, seven or eight hundred men all working in a fog of coal-dust; coal-dust in the eyes, ears full of it, nostrils full of it, nostrils full of it, and the throat and lips caked up with it.

We usually start early in the morning, and it is probably ten or eleven o'clock at night before we finally finish up and turn in, because, although the collier may push off at bedtime, we have to clean the ship down.

With us it is just the same as ever—going in to coal ship and pick up some provisions, and out again.

**The Vigil.**  
The decks now are always running with water, but we are well prepared. We all wear sea-boots up to our knees, and the Admiralty winter clothing has been served out, and a fine lot it is. The Baluchian cap we have is more like a poacher's or bargee's cap, made of blue frieze cloth. Each man, too, wears a lifebelt round his neck all day, and at night he hangs it up on his hammock ready to slip on should he have to drop out of bed and nip up on deck and go overboard. The belt is a rubber bladder, like a football, and has a valve like that of a pneumatic tyre. It will keep a man up in the water, and give time for the boats of the other ships to pick him up.

We are all feeling the monotony of this ceaseless vigil, and if the enemy would only come out, we would make up for it, you bet. Every now and again we do get a slight flutter; things happen here at times which will only be heard at the end of the war.

There are heaps of incidents here, though people in London may ask, "What is the Grand Fleet doing besides keeping up the blockade?" They will know when the war is over.

Admiral Jellicoe smiling. The merriment on board still continues. There is always some sky-larking about, the same old games and wrestling, and the gramophones and cinematograph, worked by the chaplain or doctor. A few afternoons ago Admiral Jellicoe came on board. He

seemed like a schoolboy as he ran up our gangway and jumped on deck and met our captain, laughing and talking all the while. It was pretty evident that the German High Seas Fleet was not worrying him or giving him any sleepless nights.

As I told you, I'm on a searchlight at night. When the crew which is off duty turn in, they sling their hammocks near their light in a place which is all iron; iron under foot and iron above, with open gaps at the side, and entirely open at one end. When big seas are running, the men in their hammocks on the weather side are sometimes washed clean out, by a sea coming up and over, into the water on the iron deck.

December 15.—Two days ago I commenced this letter, and now we are at sea, steaming through gales and tremendous seas. This morning a big sea came across our decks and left us with three men short; they were washed overboard, and nothing could be done to save them.

It's a splendid sight here, grey skies and great green seas and this magnificent fleet stretching away to the horizon, dipping and plunging through it, smothered in foam, all the funnels smoking hard, and the flags continually running up and down the masts as ship speaks to ship—all led off by the Admiral on the flagship.

**A Feast in Cookery.**  
"Did I ever tell you of the pudding we made when we were in action in the last place? Somebody discovered some flour, and as we knew we had plenty of suet and jam we thought we would have a duff. At the last minute we found we had no cloth to boil it in. We searched round for some time, but could find nothing but an old pair of pants. Well, the pudding was boiled in a cloth made from these, and turned out a great success. Everyone that tasted it said that 'it couldn't be better if it had been boiled in the best of cloths.'—From Gunner J. Griggs, of the 9th Battery, in a letter to his mother, Mrs. Griggs, of Ramsgate.

**Fame of T. Battery.**  
"Myself and two chums have a small barn, and have made it a bit comfortable with straw and sacks to keep out the wind. So we mean to be comfortable if we are here at Christmas. You would laugh to see me making a jam pudding with biscuits, those hard ones. They are fine, but awfully heavy. But you know they fill up a big hole. The King came and inspected us on the 2nd. The brigade was in fields by the road, and the King walked right along. It was one long cheer. It sounded fine in the still air, louder than a German coalbox. If the Germans had heard our cheering they would have wondered what was coming off. On the 4th, General French came and gave a speech to the

(Continued on page 10.)

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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Six roomed house in Minden Row, Kowloon.  
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No. 1 Nathan Road, Kowloon (No. 1 Fairview) from 1st February. Apply to—  
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TO LET.—European house, No. 156, Praya East.—Apply Property Office, JARDINE, MATHESON & Co., Ltd.

## TO LET.

TO LET.—Furnished.—No. 6, Stewart Terrace, Peak, from April to October. Apply to—W. L. CARTER.

TO LET.—No. 14 Nathan Road, Kowloon, from the 1st March. Apply to—SPANISH DOMINICAN PROCUATION.

TO LET.—A furnished 4 roomed Flat at the Peak, for six months. Address "M," care of "Hongkong Telegraph."

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TO LET.—A House in Knutsford Terrace. Apply to—  
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TO LET.—168, The Peak, "The Kennels." Apply to—  
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TO LET.—Office 2nd Floor, No. 14 Pedder Street; also Large Godown on Water Front, East Point.—Apply Property Office, JARDINE, MATHESON & Co., Ltd.

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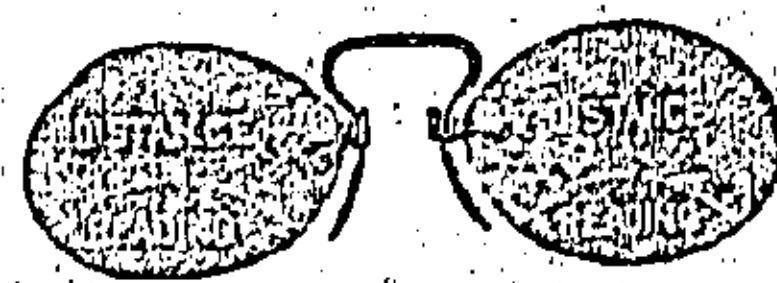
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R. BLACK, Superintendent.

Hongkong, Jan. 22nd, 1915.

## NOTICES.



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Ford 5 Seater Touring Car...Mex. \$1,500  
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You may select any Reference Number—it saves a Nom de Plume—cut out the adjoining piece and post it to MILKMAID, P.O. Box 351, Hongkong. Each week twelve applicants will be selected to receive a large size tin of Thick Cream, free of charge.

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BRASSEY'S NAVAL ANNUAL 1914 9.50

MEMORIES OF THE KAISER'S COURT, by Anne Topham 4.00

THE EVOLUTION OF MODERN GERMANY, by W. Harbutt Dawson 4.00

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THE FIGHTING SPIRIT OF JAPAN, by E. J. Harrison 5.50

THE MONEY HUNT, by Kineton Parkes 1.75

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THE WOMAN ALONE, by Marie Harrison 1.75

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DAILY TELEGRAPH WAR MAP 61

BARTHOLOMEW'S WAR MAP 1.00

LETT'S DIARIES 1915.



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## ACKNOWLEDGMENTS.

Mr. A. D. Macdonald wishes to express his thanks for the many letters and tokens of sympathy on the occasion of his bereavement. Mr. and Mrs. Churcho wish to express their thanks for the many letters and tokens of sympathy on the occasion of their bereavement.

## The Hongkong Telegraph.

HONGKONG, MONDAY, FEBRUARY 1, 1915.

## AN EMPIRE'S RESPONSE.

We commented at some length the other day on the spirit of unity which prevails at this time of crisis among all classes at Home—the solid determination to see the great war through, whatever the cost, until final victory is assured. What we then said applies with equal truth to the Empire as a whole, and Mr. Harcourt's glowing tribute of a few days since to the loyalty and steadfastness of the King's subjects in all parts of the globe was in every sense justified and well-deserved. For when he observed that there had been no sacrifice in men, money and material which seemed too great he was merely saying what has been proved to be true. The self-governing Dominions, India and the Crown Colonies as well, have stood nobly by the Mother Country in her hour of trial, and this fact is all the more gratifying when we remember that, among all their other preparations for the great struggle that is now proceeding, the Germans had steadily and persistently endeavoured to sow discord and to initiate rebellion throughout the Empire.

The fact that our fiscal system, unlike that which Germany adopted in her own Colonies, gave the subjects of the Kaiser all the trade privileges which we ourselves enjoyed, and enabled them to make great commercial strides in all parts of the British Empire, did not satisfy the Germans. Thus was the plot formed deliberately to tear that Empire to pieces and to place it under German domination. Why did the attempt fail, and why did the German expectations miscarry? The answer is plain. The wise course of British rule had built up an unassailable force of loyalty everywhere throughout the seven seas. Thus, instead of the war necessitating the sending of troops to the various parts of the Empire to keep the people in hand, these people everywhere have rallied to the call and have displayed the keenest rivalry in raising forces to fight the battles of the Mother Country on the continent of Europe.

These are some of the fruits which have come to us because of the justice and beneficence of British rule in all corners of the earth. And, to use the words of the late Admiral Mahan, an American who had the greatest admiration for Britain's record among the nations of the world, it can truthfully be said that "the testimony to the uprightness and efficiency of British rule, given by the strong adhesion and support of India and the Dominions, is a glory exceeding that of pitched battles and overwhelming victory."

## Receivers of Stolen Goods.

We are right glad to see that an exemplary sentence has been passed on a thief who annexed some electric light bulbs from a Queen's Road varandah. Some two years ago there was a small epidemic of this kind of theft, and, so far as we recollect, both the Post Office and the Supreme Court suffered by such attentions—the Post Office, in fact, to such an extent that it became necessary to safeguard the letter-box lamps with wire net-work. The point, however, that we should like to discover is who the persons are who make it worth the while of the ordinary sneak-thief to risk the stocks and imprisonment. It is clear enough that the men who make a practice of stealing such things as light-bulbs are not taking them for subsequent use in their own homes, and we are therefore tolerably well justified in assuming that the stolen articles are going to find a market somewhere. But where? We have suggested before that there should be more shop-inspection in Hongkong; a little increased vigilance of this sort might bring to light many things that are at present hidden. At Home we say "The receiver is as bad as the thief," but, in five cases out of six, whether in Hongkong or in England, he is a very great deal worse, and for every month given to the thief we should like to see the deliberate receiver get twelve. Our Sanitary Board.

When the Sanitary Board has finished with raising discussions on the desirability of putting a tax of fifty dollars a year on the luxury of cleanliness, it would do well to turn its attention to such small matters as the times and seasons chosen by its coolies for clearing away street and house refuse. Persons whose rickshas brought them back from the University Fete on Saturday afternoon by way of Queen's Road West, had the felicity of being borne along through clouds of fœtid dust created by the energetic brooms of the road-sweepers. Not a drop of water had been sprinkled, and, in places, the dust was literally suffocating. In the same thoroughfare we met two rubbish-carts gathering in their unsavoury harvest and incidentally blocking the traffic as well. We have no wish to seem unreasonable, but we really do feel that six o'clock in the evening is not an ideal time for filth-collecting or for road-sweeping in a crowded street; nor can we think, off hand, of any other city under British rule where such a thing would be likely to take place.

## The University Fete.

Heartily congratulations to those who planned and carried out the arrangements for the fete at the University on Saturday afternoon. They were taking on a big thing; they entertained the greater part of the European population and enormous numbers of Chinese as well; and everything went off beautifully. Undergraduates and professors were tireless in their attentions to visitors, and ever ready to demonstrate whatever might interest or amuse. We have been no festival in this Colony that could—and did—so readily provide entertainment for Europeans and Asiatics alike, and on all sides one hears the whole thing spoken of in terms of warm admiration. Hongkong has never put up a better fifty-cents' worth since it has been Hongkong.

## THE CYCLING CRAZE.

Youth who Damaged Himself Most.

A Chinese youth appeared in the Police Court this morning, before Mr. Hazeldene, charged with riding a bicycle to the common danger at Kowloon. Inspector Kerr said that the defendant was riding in Canton Road when he ran into an Indian constable who was on duty there, knocking him over and damaging his rifle. The Inspector said that the defendant, who appeared in court with both hands in a sling, had suffered most damage, while the bicycle was also badly knocked about. Defendant was fined \$3, or seven days' imprisonment.

## DAY BY DAY.

CERTAINLY, IN OUR LITTLE SPHERE, IT IS NOT THE MOST ACTIVE PEOPLE TO WHOM WE OWE THE MOST. IT IS THE LIVES LIKE THE STARS, WHICH SIMPLY POUR DOWN ON US THE CALM LIGHT OF THEIR BRIGHT AND FAITHFUL BEING UP TO WHICH WE LOOK AND OUT OF WHICH WE GATHER THE DEEPEST CALM AND COURAGE.—Brooks.

## The Weather.

Lower level 8 a.m. Temp. 67°; dull.  
At the Peak 8 a.m. Temp. 62°; dull.

## Count the Columns.

On Saturday the *Telegraph* published 37 columns of solid reading matter. To-day there will be 33 published.

## The Dollar.

The rate of the dollar on demand to-day is 1s 9.3-10d.

## Farmer's Loss.

A farmer at Tui Tso Ngan has reported to the police the theft of a brown cow, valued at \$25, and a bullock worth \$20.

## For Drill Purposes.

We are requested to state that the Happy Valley will be used by the Military for drill purposes from 9 a.m. to 11 a.m. on Tuesday, February 2nd.

## T. K. K. Agent.

Mr. K. Doi has assumed charge of the Hongkong office of the T. K. K. from to-day, as acting agent, on Mr. O. Wuriu's transfer to Japan.

## Armed Robbery.

An armed robbery is reported as having taken place at Hung Shek Mun, where, on Friday, four men burst into a fisherman's hut, armed with revolvers, and stole \$43.

## Colony's Health.

Last week there were three cases of enteric notified in the Colony (English, Indian and Chinese respectively) of which one ended fatally. There were also two non-fatal cases of diphtheria (Chinese).

## Junks Collide.

The mistress of a trading junk has complained to the Police that while sailing in the Capatzen Pass on Saturday her craft was run into by another boat and damaged to the extent of \$150. The master and one of the crew were also slightly hurt.

## Stolen Yarn.

Six weeks' imprisonment and four hours' stocks was the sentence meted out to a Chinese this morning by Mr. J. R. Wood for stealing cotton yarn from the Hongkong and Kowloon Wharf and Godown Co. The man said that he had picked the yarn up.

## The Bijou Pictures.

The war films at the Bijou Theatre were shown to a good audience last night and were well appreciated. The picture dealing with the proposed and the actual re-adjusting of the map of Europe stands out among the cleverest films Pathe Freres have produced.

## Can't Secure Conviction.

Last week the police arrested a coolie for being in possession of 20,000 Macao lottery tickets, but on his appearance at the Police Court he was discharged. The difficulty of bringing home the offence to the right man was again evidenced to-day when another coolie who was charged with being in possession of seven thousand tickets was similarly dealt with.

## NOTES ON THE CRISIS.

## GERMANY'S LATEST SCHEME.

Interfering With Britain's Food Supply.

What Admiral von Tirpitz was good enough to promise to an American interviewer—that submarine warfare would be used to cut off England's food supplies—has apparently come to pass so far as an attempt at a fulfilment of the promise is concerned. Whether the move is successful or not is a matter over which neither the Admiral, nor the Kaiser himself, have much control. After all, when these things are viewed dispassionately, it is clear that this is only another German attempt at doing the obvious. They have sounded all the murky depths of dishonour in diplomacy and tactics, every one of their deep-laid schemes has gone wrong, and now the great tacticians of a failing campaign have had to resort to the pellucid streams of the obvious. At the same time, while there is no immediate cause for alarm, it must not be forgotten that there is more than a little chance of considerable damage being done to British merchantmen, and the only cause for wonder is, not that the Germans have at last discovered this way of getting a little of their own back, but that they should have taken so long to discover its possibilities.

Attempting the Impossible. The raid in the Irish Sea demonstrates two great facts—first, that all seas within steaming range are open to the latest submarine, and, secondly, that until science has discovered some means of detecting these craft work of this nature will be easy of performance. The remedies are not so apparent. It is conceivable that, once on the scene of action, a submarine can keep herself going for almost an indefinite time by obtaining stores from the ships she holds up, for, after all, supplies for a nation must contain much that would be of use to a small crew. The only factor that would seem, then, to restrict the activities of the submarine would be the failure of fuel supplies, and as long as that is so nothing in the nature of a continuous blockade can be maintained. If, on the other hand, the Germans endeavour to maintain a blockade by relays of submarines to the west of the British Isles they are backing a loser. They can no more keep up a service of submarine craft than they can raid the English coasts with impunity. Even the German crack-potter can go once too often to the well.

## The Russian Successes.

Telegrams which came to hand on Saturday telling of a most important victory for the Russians in the Carpathians are now followed up by others showing that the enemy there has been indeed very badly hit. The rival forces have come to grips, and we are told that the engagements are assuming the character of a general battle—a battle, too, which is proving disastrous to the Austrians, who have met with a smashing defeat. The Russians are fighting with such dash and courage that it looks as if nothing can now stay their advance into the enemy's territory. A couple of days ago it was reported that large German and Austrian forces were concentrating along the Carpathians, but from present appearances it would seem that even the arrival of the Kaiser's soldiers will be of no avail. Anyhow, it will be the reverse of encouraging to learn that their Allies, the Austrians, are being given such a taste of the Russian bayonet that they are being compelled to beat a hasty retreat, leaving ammunition, guns, etc., behind them. There can be no doubting the significance of the successes in this theatre of the war.

## Drink Prohibition in Alabama.

Washington, January 23.—At a special election held on Friday the state of Alabama was voted into the prohibition ranks. The state goes "dry" on July 1 of this year.

## LADY LUGARD.

A Glowing Tribute to the Belgians.

Lady Lugard pays the following tribute to the Belgian King and people in "King Albert's Book," which is being sold for the benefit of the *Daily Telegraph* Belgian Fund:—

"I am honoured in being allowed to express my profound respect for a nation which has lifted contemporary history in one step from the commonplace to the heroic. The times have suddenly become great. It is the prayer of all our hearts that we may be great with them. For Belgium the prayer is already answered—she has become a great nation. In material ruin she has risen to spiritual conquest so complete that the world lies at her feet. No enemy can deprive her of this triumph. Her young King has reason to be proud and glad. So long as history is told it will be remembered that under his leadership Belgium as an entire nation was ready to face martyrdom for her faith. She has suffered a martyrdom which, by its detail of horror and brutality, seems to be misplaced in the history of civilisation. And the faith for which she has suffered is not her faith alone—it is our faith, too. It is faith in honour, faith in truth, faith in courage, justice, liberty—faith in all that renders human relations sacred, tender and inspiring. For this common faith we are prepared to stand. The nations feel, their Governments have said, that arms cannot be laid down until this faith has been vindicated. With this vindication must come the ultimate victory of Belgium and her reinstatement upon a newer and higher plane of nationality."

"It has been happily given to England while waiting in confidence for that day to take her part in offering to the stricken Belgian population such help as hospitality and sympathy can give. My own humble part has been to share with others in this work of consolation. It has been at once our comfort and our privilege. We know, alas too well, how little it is, humanly speaking, possible to assuage the unparalleled sufferings in the presence of which we find ourselves. But as we have moved daily in the midst of sorrows which must have touched a heart of stone, and have noted with growing admiration the magnificent fortitude, the simplicity, the gratitude for kindness received, with which they have borne their burden, the hope has become conviction in our hearts that the noble promise will yet again be fulfilled: 'They that sow in tears shall reap in joy and he that goeth on his way weeping and bearing forth good seed shall doubtless come again with joy and bring his sheaves with him.' 'Shall doubtless'—it is for that 'doubtless' that I believe our whole nation is prepared to maintain the fight while there is a man or woman left in the British Empire."

## WINDING-UP PETITION.

His Lordship Holds Evidence to be Admissible.

This morning, in the Supreme Court, before the Chief Justice, Sir William Rees Davies, K.C., the case was resumed concerning a petition for the winding-up of the Yue Hing Co. The company is concerned in the opium trade and was registered under the Hongkong Companies' Ordinance under which the proceedings for winding-up are being taken. Mr. McNeill (of Shanghai) and Mr. F. C. Jenkin, instructed by Mr. Crew, of Messrs. Hastings and Hastings, appeared for the petitioners, and Mr. G. G. Alabaster and Mr. Eldon Potter, instructed by Mr. O. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the opposition to the petition.

For two days counsel had had a wordy argument as to the admissibility of certain evidence in connection with alleged fraud on the part of two of the directors of the company, Mr. Potter contending that it was not admissible

## JOTTINGS BY THE WAY.

By breaking a piece of red tape stretched across a cutting in the F.M.S. the wife of a local District Officer opened a new road, last week. Not only the roads in Hongkong, but a few other institutions as well, might benefit permanently were a few miles of local red tape fractured beyond all hope of repair.

As most of us are now acquainted with the fact that war has broken out between Britain and Germany, how would it be to clean down the outside walls of the Post Office?

While on that inexhaustible theme, the Post Office, the following notice is a tolerably good example of lucidity. "The Pillar Box at the junction of Percival Street and Praya East has now been removed to Queensway Bay." This is a regular knock-down blow for the old metaphysicians who formulated such silly rules as that nothing can, at the same time, be and not be.

One of our readers (to his boy):—"Boy! I want thee to shut go Mr. X." (a leading legal light.) "You envy Mr. X?"

Boy (with eager comprehension):—"My savvy. He makes plenty bobbery, Court side." There is a directness of thought and of definition about that boy that makes us think his views on other local matters—education in Hongkong, for instance—might be worth publishing.

All things have their uses—even Sanitary Boards. If our Board had not, in an inspired moment, ordained that the presiding genius of each dust-cart should ring the "bring-out-your-dead" bell at an hour when all law-abiding dust-bins are already "out," we should have over-slept on Saturday morning.

"America alone can save!" is a recent *Literary Digest* headline. Nor is this the first time that William's Number-Oneness has been challenged.

Here's another headline—the *Daily Mail's*: "Romance of the Drapery Trade." We are only waiting now for "Heroes of the Ham and Beef Shop," "The Aesthetics of Pork Lard" and "The Graver Thoughts of a Chinese Egg Merchant."

Says Reuter:—"Twenty-five thousand Bedouins were recruited at Hebron, but they went foodless for three days, when they returned to their homes, saying that it was no holy war." We think they put it in quite a gentlemanly manner. It is so much nicer of people to speak in the negative. When they get positive (if they are Hongkong people, that is) they call it a something-else war.

Talking of negativities, is not the gentleman who is publishing a work entitled "Drinks, and how to mix them" a day or two behind the fair? Hongkong has known long enough how to do that, and rather stands in need of advice as to how not to mix them.

Another gentleman in the scribe line who should pause and think, is the author of "The German one wants to know." One doesn't; one knows a sight too much about him already.

A Frisco paper observes: "San Francisco has always been behind in tunnel robberies, probably on account of the lack of tunnels." Which seems as good as saying that the spirit of the thieves indeed is willing but that the tunnel-boring instincts of the local municipality are weak. Some of those thieves should set up business in Hongkong, where arrangements can easily be made for robberies that are not of the tunnel variety.

and Mr. McNeill contending the contrary. On the Court resuming this morning, his Lordship intimated, without hearing any more from counsel, that he was of opinion that the legal interpretation of counsel for the petitioner was correct and therefore the evidence would be permitted. The hearing of the petition will commence to-morrow.



## REVIEW.

## "FINANCE IN CHINA."

Finance in China. By S. R. Wagel. (Shanghai: The North China Herald, Ltd., 10 or 15s. net).

In "Finance in China" Mr. S. R. Wagel has given to the public a volume which the business element will read with the keenest interest and which has a very great deal in it that will claim the attention of non-business readers who wish to enlarge their fund of information concerning China and Chinese ways.

Starting from the assumption that the Republic of China is "a product of the most impracticable idealism"—an assumption to which those of his readers who have followed the course of events during the past three years will probably not take a very great exception—Mr. Wagel reminds us that the country is faced with questions that are anything but idealistic; tight questions of finance and of profit and loss which all the theories in the world will not solve. That the country has got into a bad way on account of bad finance is his primary contention, though he is careful to add that the same thing has happened before in China; and the bright little historical interpolations with which the book is dotted serve to drive home the assertion.

An Agricultural Country. Another point which Mr. Wagel brings out, and one which the rest of the world is apt to ignore, is that China is, before all things, an agricultural country, and that it is the tiller of the soil who "counts as the main prop of the Government." This matter will specially interest those who are concerned directly or indirectly with the pushing of new industries in China. The area of cultivated land has, it seems, been variously estimated at 866,000,000 acres and 400,000,000 acres. The forests, too, Mr. Wagel reminds us, further constitute a big source of revenue—or would do, but that the trees have been felled in many places without new ones being planted. The division of the land in the various provinces is gone into very closely, and, from the author's analysis, China would appear to be a Paradise for the advocates of small holdings. A formidable array of figures as to the yield of the various lands is given, and from it one feels inclined to argue that there is less excuse for Chinese finance being in the topsy-turvy condition in which it finds itself to-day than many people would have believed.

Chinese Revenue. Sundry other sources of revenue are gone into with thoroughness: salt, liquor, customs, etc.; and, while on this subject, the author has no hesitation in railing out opium for good and all. "The future of this source is, of course, settled," he says. "There will be no more like on foreign opium and, as the cultivation of the poppy is being vigorously suppressed, there is also little chance of collecting like on native opium. This source of revenue is bound to disappear at an early date."

A long chapter is devoted to means of internal communication; that on labour is but short, yet the author contrives to impart a very great amount of information as to wage-faring which we imagine will be new to many of our readers. The chapter dealing with industries and manufactures is again an exceptionally full one, giving valuable statistics about the different parts of the country.

Current Matter. The course of trade-progress in general is followed very closely, but the chapter which will probably prove most enticing to Hongkong readers, who pass much of their time in wrestling with the currency problem and the dark and vain ways of Chinese monetary systems in general, are those on "The Finance of Trade," "Exchange and Banking," "Money, Credit and Prices," and "Public Finance;" for here we at last get something of an insight into the mysteries of local values and the whys and wherefores of the ups and downs of exchange.

From the above faint outline it may possibly be assumed that Mr. Wagel's book is one calculated to appeal only to the man whose delight is in "facts and figures." To assume this is, however, to do

## LATEST WAR TELEGRAMS.

(Continued from page 1.)

## Another German Aeroplane Brought Down.

A German aeroplane was brought down, east of Gerbeviller to-day, and the aviators were captured.

## Germans Again Repulsed Near Gumbinnen.

Jan. 30, 1.45 a.m.  
A Petrograd communique says there has been no important change in Eastern Prussia on either bank of the Vistula. Fighting continues in the forest region north of Pilkallen and Gumbinnen. The Germans have renewed their attacks in the Borjmo region and have been repulsed with heavy loss by a counter-attack. We dislodged the enemy from the trenches with the bayonet and captured several mitrailleuses.

## More Captures by Russians.

Our progress on the Galicia front, in the Duklin and Vysheff passes has been maintained, notwithstanding a desperate resistance on the part of the Austrians—except in the region of the Beskid pass, where, in consequence of an offensive from superior enemy force, our advance guards fell back a little on previously prepared positions. We captured, along this front during the last three days, 2,400 prisoners, three guns and ten mitrailleuses. Nothing important is happening in Bukovina.

## Crushing Defeat of Turks.

Jan. 30, 11.30 a.m.  
Reuter's correspondent in Paris says that the *Matin* states that the Turks have suffered another crushing defeat in Persia, their right wing being overthrown by the Russians, who are reported to have entered Tabriz. The Turks are fleeing.

## WEDDING AT THE CATHEDRAL.

Mr. G. A. Dutton—Miss G. A. S. Callaghan.

The wedding took place on Saturday, at St. John's Cathedral, of Mr. G. A. Dutton, A.C.A., third son of Mr. H. B. Dutton, J.P., and Mrs. Dutton, of Carzon Park, Chester, and Miss Georgina Elizabeth Stuart Callaghan, daughter of the late Mr. T. Stewart Callaghan and Mrs. Collett-Moore, of Whitehaven, England. The ceremony was performed by the Bishop of Victoria, assisted by the chaplain to the Cathedral, the Rev. V. H. Copley Moyle.

The bride was given away by Mr. A. R. Lowe, of Messrs. Lowe, Bingham and Matthews, of whose staff the bridegroom is a member. Her wedding gown was of ivory satin and her bridal veil, of old rose point lace, was surmounted with a wreath of orange blossoms, in harmony with the trimming on the gown. Her bouquet was a white shower. She was attended by Miss Alice Clark, of Shanghai, as bridesmaid, with Miss Kittie Blair and Miss Bessie Blair as train-bearers. Master Dillon Williams acted as page.

The bridesmaid wore a dress of Natter blue satin crepe, trimmed with point lace, and a black hat trimmed with pink roses, while the two train-bearers wore white silk frocks trimmed with forget-me-nots, with hats to match, and carried shapely crooks.

Mr. H. S. Bennett acted as best man. Mr. Denman Fuller, F.R.O., L.R.A.M., presided at the organ and as the happy couple left the church Mendelssohn's "Wedding March" was rendered and the church bells rung.

Subsequently a reception was held at the Hongkong Hotel, where Mrs. A. R. Lowe did the honours, and later in the afternoon Mr. and Mrs. Dutton left for Taipo, where the honeymoon is being spent.

The bride's going-away costume was of sapphire blue with velvet hat to match, trimmed with ostrich feathers. Her furs were of Arctic fox.

The writer an injustice, for the pages are so full of matters historical and sociological that often one can forget that one is perusing a work on so outwardly forbidding a subject as finance. "Finance in China" is written by a man who keeps his eyes about him and his powers of observation ever on the alert; for which reason it is as far removed from the dry-as-dust politico-economical treatises penned by writers of the ledger and statistic-sheet order as it is possible to conceive. The volume should be in every office in the East and in every library in the West.

## TELEGRAMS

## OBITUARY.

## REAR-ADMIRAL MONTAGU.

(Reuter's Service To The "Telegraph.") London, Received Feb. 1.

The death is announced of Rear-Admiral the Hon. Victor Alexander Montagu, C.B., heir presumptive to the 8th Earl of Sandwich.

[The deceased, who was born in 1841, joined the Navy in 1853, served in the Baltic, the Black Sea, the China War of 1857 and in the Indian Mutiny with the Naval Brigade in 1857-58 and part of 1859. He was promoted by an Order-in-Council and received the thanks of both Houses of Parliament for his services in the Naval Brigade, in 1860, served in the Channel Fleet, the Mediterranean and the West Indian Stations, and, part of the time, was senior officer, coast of Spain, during the Carlist riots. He retired in 1886.]

## CLAIM FOR RENT.

Was Defendant a Partner or Not?

In the Summary Court, this morning, before Mr. Justice Gompertz, Chan Kwai-sung, Merchant, 9, Gresson Street, (second floor) and Lawran and Company, Ip Nam-mow, Chan Tez-cheung, Wong Cheng-ki, Tam Wai-cho, and Tam Kwok-choy, alias Tam Yuk-nam, alias Tam Ling, partners in Lawran and Company, for the sum of \$1,000, being the balance due on December 1, 1914, under an agreement dated August 19, 1914.

Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. Denny, of Messrs. Denny and Bowley, appeared for the defendant, Tam Yuk-nam.

Mr. Grist, in opening, said he understood that judgment had been entered against the second defendant.

His Lordship said judgment had not been entered against the second defendant.

Mr. Grist said that the lease of the property was signed by the defendants and the rent was to be \$1,100 a month. The rent for the month of November was paid either in cash or a promissory note, but when the rent for December became due, \$110 was paid on account and now they were suing for the balance.

Mr. Denny said that his defence was that his client was not a partner in the firm.

The hearing was proceeding as we went to press.

## DAIRY FARM NEWS.

## FISH.

WE HAVE RECEIVED A NEW SHIPMENT OF

SELECTED  
FINNAN HADDOCKS,  
FILLET HADDOCKS  
AND  
KIPPERS.

## TO-DAY'S ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

## "LAISANG,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 1st Feb. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 30th January, 1915.

## G. B. R.

SANITARY BOARD OFFICE, Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every Domestic Building of part of such Building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

W. BOWEN ROWLANDS, Secretary.

Dated this 1st February, 1915.

THE BRITISH DOMINIONS GENERAL INSURANCE Co., Ltd., OF LONDON.

The Undersigned having been appointed Fire Insurance Agents of the above Company, are now prepared to accept risks at current rates.

W. G. WORCESTER & Co. Hongkong, 1st February, 1915.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

## WEDNESDAY

the 3rd February, 1915, commencing at 5.30 p.m. at the Mule Transport Lines, Happy Valley (opposite Happy Retreat), 5 China Ponies.

On view now. Terms—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

## TO-DAY'S ADVERTISEMENTS.

NEW MACAO HOTEL.

## NOTICE.

Take notice that on and after the 1st day of February, 1915, the management of the above Hotel will be carried on by L. W. Mak in place of O. C. Moosa, and all future correspondence and orders must be signed by the said L. W. Mak.

NEW MACAO HOTEL, Macao.

Macao, 1st February, 1915.

For SHANGHAI KOBE & MOJI.

## THE Steamship

"UMTA," Captain T. P. Babb, will be despatched for the above ports, on THURSDAY, the 4th instant, at 3 p.m.

For Freight or Passage apply to DAVID SASSOON & Co., Ltd. Agents, Hongkong, 1st February, 1915.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG, SINGAPORE & SAIGON.

## THE Steamship

"UMTA," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after the 3rd inst. at noon will be landed at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD. Agents.

Hongkong, 1st February, 1915.

## TOYO KISEN KAISHA.

From MEXICAN, PERUVIAN and CHILIAN PORTS and JAPAN PORTS.

## S.S. "ANYO MARU"

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside. Cargo remaining undelivered on 3rd instant at noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 8th February, at 5 p.m. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in the Godown, and examination of same to be held on 11th February at 10 a.m.

All Claims must be filed on or before 16th February, otherwise they will not be recognised.

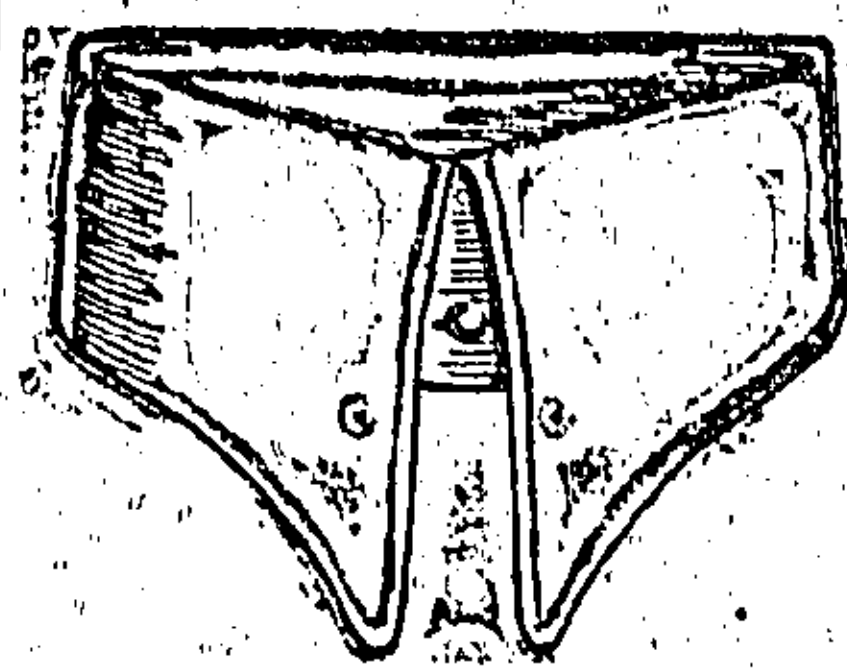
O. WURU, Actg. Agent.

Hongkong, 1st February, 1915.

## MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.



"SUMMIT" Soft Collar, Shape 68.

An improved Polo shape, made from soft Oxford matt material. It has neatly blunted points and is made with eyelet holes for safety pin.

40 cts. each—6 for \$2.25.

16 DES VŒUX ROAD 16

## WM. POWELL, LTD.

TELEPHONE 346.

NOW OFFERING

WARM WINTER UNDERWEAR.

Light in Weight but Warm

IN

"VIVELLA" AND OTHER MAKES

GUARANTEED UNSHRINKABLE

Ask for Samples

Wm. POWELL, Ltd.

HIGH-CLASS GENTLEMEN'S HOSIERS.

## J. ULLMANN &amp; Co.

The leading French Jewellery House.

Watchmakers. Fancy Goods. Diamond Merchants.

Grand Assortment of

BINOCULARS & STOP WATCHES.

The most reliable place for Diamonds, Jewellery and accurate Time-keepers.

SEE THAT YOU BUY



EVERY RECORD HAS THIS MARK

IT MEANS

MORE MUSICAL TONE & LONGER SERVICE.

A CLEARER,

## COLUMBIA RECORDS

PLAY ON ANY MAKE OF GRAMOPHONE.

DEMONSTRATION DAILY.

THE ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS, 6 Des Vœux Rd.

TELEPHONE 1322.

## HIGHLAND NECTAR SCOTCH WHISKY.

THE PRESENT DAY TASTE IN WHISKY

(AS IN BEER)

calls for lightness and flavour.

combined.

"HIGHLAND NECTAR"

meets the demand.

THE DISTILLERS' COMPANY, LIMITED.

LARGEST DISTILLERS IN THE WORLD.

SOLE AGENTS:



CANDE, PRICE & CO., LTD.

Tel. 135. No. 6, Queen's Road Central, Hongkong.



## SHIPPING

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
Bankers, &c.Head Office for the Far East:—16, DES VŒUX ROAD, HONG-  
KONG. SHANGHAI: 2-3, Pootung Road. YOKOHAMA:  
32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP  
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and  
CASHED

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN  
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN .....	18th Feb.	21st Feb.

These steamers are fitted with Refrigerating machinery, ensuring  
a plentiful supply of ice, fresh provisions etc, and have superior  
accommodation with Electric Light throughout and Electric Fans in  
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.  
Cargo booked through for all Australian, New Zealand and Tas-  
manian ports.

For Freight or Passage apply to

Butterfield &amp; Swire.

Telephone No. 33.

## BRITISH INDIA S. N. CO., LTD.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

The S.S. "Umta," tons 5,422, Capt. Babb, will be despatched  
for Shanghai, Kobe and Moji on the 4th Feb.

For freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, Jan. 23, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST  
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO  
STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

MONDAY, 1st FEBRUARY.

5.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

TUESDAY, 2nd FEBRUARY.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.  
5.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer..... \$ 6.00  
Return Fare by Night (available also for Return by day Steamer)..... 10.00  
Single Fare by Day Steamer..... 4.00  
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sul Tak, tons 1,651 | s.s. Tai Shan, tons 2,046  
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok  
Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's  
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. &amp; 2 p.m. Sundays at 8 a.m. &amp; 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7th FEBRUARY.

The Company's new Steamship TAI SHAN  
will depart from the COMPANY'S WING LOK STREET WHARF  
at 8 a.m. and return from Macao at 2 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 8  
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.  
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and  
MACAO STEAMBOAT CO., LTD., THE CHINA  
NAVIGATION CO., LTD., & THE INDO-CHINA  
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Naning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-  
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the  
same days at 8.30 a.m. Round trip take about 5 days. Passengers can return to  
Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI.  
These vessels have superior Cabin accommodation and are lighted throughout by  
electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSIONS (First Floor),  
Opposite the Blake Pier.

## SHIPPING

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	\$Kamo Maru Capt. Shimidzu \$Kashima Maru Capt. Yagi	(THURS., 11th Feb. at noon. (THURS., 25th Feb. at noon.

VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama .....	\$Sado Maru Capt. Asakawa	(TUES., 9th Feb. at noon.
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SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, and Townsville and Brisbane .....	\$Hilachi Maru Capt. Sato \$Tango Maru Capt. Soyeda	(FRIDAY, 12th Feb. at 4 p.m. (FRI., 12th Mar. at 4 p.m.
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CALCUTTA via Sporo, Penang & Rangoon .....	Ceylon Maru Capt. Shinobe	(SATUR., 6th Feb.
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BOMBAY via Singa- pore and Colombo.	Jinsen Maru Capt. Terada	(TUES., 9th Feb.
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SHANGHAI, Kobe & Yokohama .....	Rangoon Maru Capt. Nomura	(SATURDAY, 20th Feb.
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SHANGHAI, Kobe & Yokohama .....	Kawachi Maru Capt. Nakamura	(TUES., 9th Feb.
------------------------------------	--------------------------------	---------------------

NAGASAKI, Kobe & Yokohama .....	Tango Maru Capt. Soyeda	(TUES., 9th Feb. at 10 a.m.
------------------------------------	----------------------------	--------------------------------

KOBE & Yokohama	Mishima Maru Capt. S. Wada	(SATUR., 6th Feb. at 11 a.m.
-----------------	-------------------------------	---------------------------------

\* Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kamo Maru	16,000 tons	Thursday 11th February
Kashima	20,000 "	" 24th February
Mishima	16,000 "	" 11th March
Suwa	25,000 "	" 25th March
Atsuta	16,000 "	" 8th April
Yasaka	25,000 "	" 22nd April
Miyasaki	16,000 "	" 6th May
Kitano	16,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Sado Maru	12,500 tons	Tuesday 9th February
Yokohama	12,500 "	" 23rd February
Awa	12,500 "	" 9th March
Shidzuoka	12,500 "	" 23rd March
Tamba	12,500 "	" 6th April
Aki	12,500 "	" 20th April
Sado	12,500 "	" 4th May

\*Terminus Yokohama

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

PAKHOI & HAIPHONG.....	Kaifong	2nd Feb. at 11 a.m.
MANILA, CEBU & ILOILO.....	Kueichow	2nd Feb. at noon.
SHANGHAI.....	Anhui	2nd Feb. at 4 p.m.
NINGPO & SHANGHAI.....	Shaohsing	2nd Feb. at 4 p.m.
SHANGHAI.....	Yingchow	4th Feb. at 4 p.m.
MANILA, CEBU & ILOILO.....	Taming	9th Feb. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Ghinua," "Taming,"  
and "Teau." Excellent saloon accommodation and ships; electric  
fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui,"  
and "Chenan" and the S.S. "Kaichow," "Liangchow,"  
"Luchow" and "Yingchow" having excellent accommodation,  
with Electric Light throughout and Electric Fans in the  
State-rooms and Dining Saloon, maintain a fast schedule service  
between Canton, Hongkong and Shanghai, leaving Hongkong  
for Shanghai direct every Tuesday, Thursday and Sunday, taking  
Cargo on through Bills of Lading to all Yangtze and Northern  
China Ports.

These steamers land passengers in Shanghai, avoiding the  
inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD &amp; SWIRE.

Telephone No. 36.

Hongkong 1st Feb., 1915.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer.	From	Expected on or about	For	Will leave on or about
Tjibodas.....	JAVA	2nd half Jan.	JAPAN	1st half Feb.
Tjilmanok.....	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
Tjikembang JAPAN	1st half Feb.	JAVA	1st half Feb.	
Tjilwong.....	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tjilatjap.....	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tjitaroem.....	JAVA	2nd half Mar.	SHANGHAI	2nd half Mar.

"The steamers are all fitted throughout with electric light and  
have accommodation for a limited number of saloon-passengers. All  
steamers carry a duly qualified surgeon. Cargo taken at through  
rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

15

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed.	Leaves Hongkong
Nippon Maru	11,000 - 18 knots	Tuesday, 9th February.
Shinyo Maru	22,000 - 21 knots	" 23rd February.
Chiyu Maru	22,000 - 21 knots	" 23rd March.
Tenyo Maru	22,000 - 21 knots	" 13th April.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£50. " " £36.10.

" " San Francisco £45. " " £28.

Passengers purchasing Trans-Pacific Return tickets have the option of  
returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from  
Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-  
ARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal  
Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of  
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO,  
SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE  
BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots Wednesday, 10th March

For Full Particulars as to Passage &amp; Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	—	8th Feb. at 11 a.m.
Aldenhay	—	19th Feb. "
St. Albans	18th Feb.	—

The above Steamers are fitted with Refrigerating Machinery, ensur-  
ing a plentiful supply of Ice, Fresh Provisions, etc., and are  
lighted throughout with Electricity. All State-Rooms have Electric  
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston &amp; Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the  
Coast, having splendid Accommodation for First-Class Passengers.  
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang .....	A. E. Hodgins...	TUES. 2nd Feb. at 1 p.m.
Haiching .....	W. O. Passmore...	TUES. 9th Feb. at 1 p.m.

FOR SWATOW.

Haimun.....	A. H. Stewart...	WED. 3rd Feb. at 1 p.m.
-------------	------------------	-------------------------

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrall &amp; Co.,

General Managers.

## LOG BOOK.

O. S. K. Osaka-Dairen Service.  
The O. S. K. Osaka-Dairen  
service, which had shortened the  
lay-days of its liners at Kobe and  
Dairen, owing to the periodical  
overhauling of the s.s. Tainai  
Maru, will be restored to the normal  
working schedule, beginning from  
the s.s. Amakusa Maru. The s.s.  
Hokkai Maru, 4,504 tons, owned  
by the Taiho Marine Transporta-  
tion Co. and the s.s. Yasutani  
Maru, 5,000 tons, owned by the  
South Manchuria S. S. Co., both  
of Dairen, have been chartered by  
the Osaka Shosen Kaisha, each for  
one year at ¥12,000 and ¥11,000  
respectively per month. They will  
be placed exclusively on the  
Company's Indian service, says  
the *Manchuria Daily News*, from  
which the Company has recently  
removed the s.s. Malay Maru for  
service elsewhere.

New Type of Steamer in  
Calcutta.

Special interest attaches to the  
arrival in Calcutta of the steamer  
Mahabada (Capt. T. G. Legg) after  
a successful maiden trip. This  
vessel, which is the latest addition  
to the Anchor-Brookbank line,  
represents a unique departure in  
marine engineering, as it contains  
the largest geared turbine instal-  
lation in the world, and is the  
first ship with machinery of this  
type to visit Calcutta. The instal-  
lation consists of an H.P. and L.O.  
Pareons reaction turbine, geared  
to the main propeller shafting,  
which gives a reduction ratio of  
16 to 1. An astern turbine is  
incorporated in the casing of the  
L. P. turbine. These are capable  
of developing a maximum power  
equivalent to 4,000 I.H.P. with  
a speed of 13 knots. The great  
advantage derived from this com-  
bination of turbines and gear is  
the reduction of coal consumption,  
about 15 per cent. saving being  
effected as compared with re-  
ciprocating engines of a similar  
power. Steam is supplied by two  
large double-ended and one single-  
ended boilers, which, together  
with the propeller shafting and  
auxiliary machinery of the latest  
type, were fitted by Messrs. David  
Rowan and Co., of Glasgow. The  
gross tonnage is 7,200. The  
maiden trip was highly satis-  
factory; an average speed of 13  
knots being maintained. Two  
further vessels of similar type are  
now building.—*Exchange*.

Cotton Shipments for Germany.  
London, December 25.—Much  
interest is being taken in shipping  
circles in the arrangements to  
ship cotton from the United States  
to Germany direct. The steamers  
Greenbrier and El Monte are  
understood to be now on voyage,  
and the latter is not of a type that  
has hitherto been employed regu-  
larly in Trans-Atlantic trade. The  
Greenbrier, of 3,300 tons,  
built in 1893, belonged to the  
Tropical Fruit Steamship Co., of  
Glasgow, but, like the other  
vessels of this company's large  
fleet, she has lately been trans-  
ferred to the United States flag.  
The El Monte is an iron steamer  
of 3,531 tons, built in 1836, and  
has hitherto been employed by  
the Southern Pacific Company in  
the service between New York and  
New Orleans. As British ships  
cannot participate in the carriage  
of cotton from the United States  
to Germany the choice of boats is  
distinctly limited.

Tsingtau and Foreign Steamers.  
As the merchantmen allowed to  
enter Tsingtau are only those of  
Japan, there has been much  
criticism amongst foreigners in  
Shanghai and Chefoo, and Sir  
John Jordan, the British Minister  
to Peking, has also drawn the  
attention of the Japanese authori-  
ties to the matter, says a Tokyo  
message. However, the opening  
of Tsingtau was effected, so ac-  
cording to the insufficiency of  
supplies there, though all the  
necessary preparations to open  
the port were not completed.  
Therefore it is desirable to ask  
foreigners to wait a short while  
until the navigation of the port  
becomes safe. The Japanese  
authorities have replied to Sir  
John Jordan to that effect. When  
all the preparations for the open-  
ing are completed the port will be  
opened immediately.—*National  
Review*.

For a good solid meal a la  
Carte or Table d'Hôte with  
Wines & Liquors of the Best  
—ALEXANDRA CAFFE



## SHIPPING

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SHANGHAI via Swatow	Choysang	Tues., 2nd Feb. at d'light
Kobe & Yokohama	Lalsang	Wed., 3rd Feb. at d'light
SHANGHAI	Wingsang	Wed., 3rd Feb. at d'light
HAIPHONG	Taksang	Wed., 3rd Feb. at 3 a.m.
MANILA	Talsang	Sat., 6th Feb. at 3 p.m.
SHANGHAI & Kobe	Kumsang	Tues., 9th Feb. at d'light
MANILA	Loongsang	Sat., 13th Feb. at 3 p.m.

FOR THE MANILA CARNIVAL.—January 31st to 7th February, 1915.

A special reduced fare of \$30 for Return Passengers will be issued for our sailings to Manila, of the 23rd and 30th January, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Jintsin, Daini, Weihaiwei.

† Taking cargo on Through Bills of Lading to Kudit, Lanad

Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL MAIL STEAM  
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure.
LONDON	.....	.....
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, V'VR, S'LE, TACOMA & PLAND...		

For freight and further particulars, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

Agents.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215.

Agents.

14

THE TAIKOO DOCKYARD  
& ENGINEERING Co. OF  
HONGKONG, Ltd.  
TAIKOO DOCKYARD,  
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS  
FORGEWORKERS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL ELECTRICAL & MECHANICAL  
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
Engineering, Iron and Wood Work.

GRAVING DOCK 75' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
displacement, providing conditions for painting ships with most  
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-  
HEAD CRANES throughout the Shops, ranging up to 100 Tons.50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
Rivets, etc.

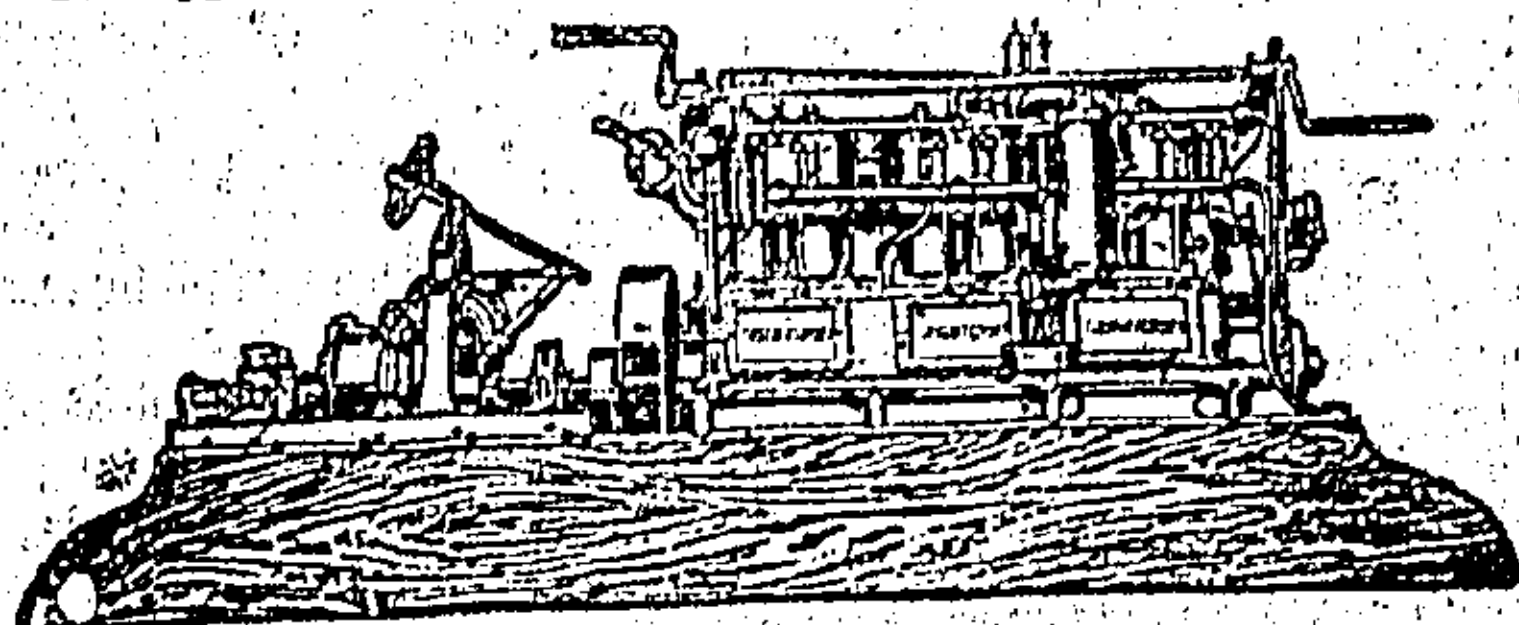
AGENTS for:—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL &amp; KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty &amp; War Office.

64 type Motor and Reserve Gear.  
B.H.P. Paraffin 70, Petrol 80.MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN  
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR  
VEHICLES, etc.

Dockyard Manager.

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS,

Telegraphic Address: "TAIKOODOCK"

Telephone No. 111

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Cordillere	M. M.	6, Feb.
L'don, S'pore, via P'ang, C'bo, &c. Namur		P. & O.	31, Mar.

## NEW YORK, SAN FRANCISCO AND CANADA.

Via B.C. T'ma via K'lung, Japan	Panama M.	O. S. K.	4, Feb.
New York via Ports & Suez Canal	Chinese P.	S. T. Co.	8, Feb.
V'toria, B.C., & S'le via S'hai &c.	Sado M.	N. Y. K.	9, Feb.
San F'isco via M'la & Japan &c.	Nippon M.	T. K. K.	9, Feb.
San F'isco via S'hai & Japan &c.	Mongolia	P. M. Co.	17, Feb.
Via B.C. T'ma via M'la & Japan	Seattle M.	O. S. K.	23, Feb.
Vancouver via S'hai & Japan &c.	Monteagle	C. P. R.	24, Feb.
New York via Panama	Royal P.	B. L. L.	24, Feb.
San Francisco and San Pedro	M. S. Dollar	R. D. Co.	1, Mar.
San F'isco via Manila & Japan &c.	Persta	P. M. Co.	2, Mar.

## AUSTRALIA.

Australian Ports via Manila	Hitchi M.	N. Y. K.	12, Feb.
Australian Ports	Aldenham	G. L. Co.	14, Feb.

## SINGAPORE, COAST PORTS AND JAPAN.

Manila, Cebu and Iloilo	Kueichow	B. & S.	2, Feb.
Kobe & Yokohama	Lalsang	J. M. Co.	3, Feb.
Shanghai, Moji and Kobe	Umta	D. S. Co.	4, Feb.
Kobe and Yokohama	Mishima M.	N. Y. K.	6, Feb.
Bombay via S'pore, Port S'ham,			
Penang & Colombo	Java Maru	O. S. K.	6, Feb.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	9, Feb.
Shanghai & Kobe	Kumsang	J. M. Co.	9, Feb.
Shanghai, Kobe & Yokohama	Chili	M. M.	9, Feb.
Shanghai	Malta	P. & O.	12, Feb.
Shanghai & Kobe	Kawachi M.	N. Y. K.	15, Feb.
S'hai, Moji, Kobe and Y'hama	Namur	P. & O.	20, Feb.
Singapore, Mauritius & South			
African Ports	Salamis	B. L. L.	End Feb.
Shanghai	Tijpanas	J. C. J. L.	Q. desp.
Shanghai	Tijaroem	J. C. J. L.	Q. desp.
Shanghai	Tijkembang	J. C. J. L.	Q. desp.
Shanghai	Tijmanoeik	J. C. J. L.	Q. desp.
Shanghai	Tjikini	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjilwong	J. C. J. L.	S. half O.
Java	Tjibodas	J. C. J. L.	F. half D.

## TO SAIL

## HONGKONG-NEW YORK.



## AMERICAN ASIATIC S.S. Co.

## FOR NEW YORK VIA PORTS &amp; SUEZ CANAL

(With liberty to call at the Malabar Coast).

## S.S. "CHINESE PRINCE"

on or about the 8th February, 1915.

For freight or information, apply to

SHEWAN TOMES & CO.,  
General Agents.

## REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

via SUEZ CANAL for BOSTON &amp; NEW YORK.

via PANAMA CANAL for NEW YORK.

For Freight and further information apply to

DODWELL &amp; CO., LTD.

Hongkong, 22nd December, 1914

Agents.

MOVEMENTS OF  
STEAMERS.

## AMERICAN MAIL.

The P. M. s.s. SIBERIA arrived at San Francisco on January 25.

The P. M. s.s. MONGOLIA sailed from Yokohama on Wednesday, January 27, via Manila, for Hongkong. The mails have been transferred to the s.s. CORDILLERE, of the Messageries Maritimes Line, which is scheduled to arrive at Hongkong on February 3.

## MERCHANT STEAMERS.

The T. K. K. s.s. TENYO MARU will next leave for San Francisco, via usual ports, on Tuesday, 15th April, at noon.

The E. & A. s.s. ST. ALBANS left Sydney for this port via Queensland Ports and Manila, on 27th inst. and may be expected to arrive here on or about 18th February.

## VESSELS IN PORT.

## Steamers.

Yuenang, Br. s.s. 1,128, P. H. Rolfe, 20th ulto.—Manila, 17th ulto, Gen.—J. M. & Co.	
Tijpanas, Dkt. s.s. 2,444, A. Lango, 22nd ulto.—Amoy, 20th ulto, Ballast—J. C. J. L.	
Telomachus, Br. s.s. 1,350, A. Fraser, 23rd ulto.—Salgon, 18th ulto, Gen.—Chinese.	
Nippon Maru, Jap. s.s. 3,469, K. Hashimoto, 25th January—Shanghai, 22nd Jan., Gen.—T. K. K.	
Radnorshire, Br. s.s. 2,699, W. H. 25th Jan.—Manila, 22nd Jan., Gen.—J. M. & Co.	
Kueichow, Br. s.s. 1,320, Forsyth, 26th Jan.—Haiphong, 22nd Jan., Gen.—B. & S.	
Isshin Maru, Jap. s.s. 921, R. Minagawa, 28th Jan.—Takau, 26th Jan., Gen.—Chinese.	
Tjibodas, Dkt. s.s. 7,103, E. H. Kross, 28th Jan.—Macassar, 21st Jan., Gen.—J. C. J. L.	
Wingsang, Br. s.s. 1,519, Leaban, 28th Jan.—Wei-hai-wei, 22nd Jan., Salt & Gen.—J. M. & Co.	
Chinbua, Br. s.s. 1,351, Finlayson, 29th Jan.—Manila, 26th Jan., Gen.—B. & S.	
Chiyun, Chi. s.s. 1,177, Ross, 30th Jan.—Shanghai, 27th Jan., Gen.—O. M. S. N. Co.	
Paotig, Br. s.s. 1,072, F. M. Dillan, 30th Jan.—Shanghai, 26th Jan., Gen.—B. & S.	
Chongshing, Br. s.s. 1,250, C. Liddell, 30th Jan.—Manila, 25th Jan., Gen.—J. M. & Co.	
Lalsang, Br. s.s. 2,335, F. Mooney, 30th Jan.—Singapore, Gen.—J. M. & Co.	
Kaijo Maru, Jap. s.s. 1,925, Yamamoto, 30th inst.—Swatow, 29th Jan., Gen.—O. S. K.	
Rubi, Am. s.s. 1,400, J. Miller, 29th Jan.—Sigon, 26th Jan., Gen.—Order.	

## TIDE TABLE.

1st Feb., to 7th Feb., 1915.

Day of Month	High Water Hongkong Mean Time	Low Water of Mean Time
Mon.	1 m 11 s	4 42 s
Tues.	2 m 17 s	5 47 s
Wed.	3 m 21 s	6 51 s
Thurs.	4 m 24 s	7 54 s
Fri.	5 m 26 s	8 56 s
Sat.	6 m 27 s	9 57 s
Sun.	7 m 28 s	10 58 s

in morning, a afternoon.

## TO SAIL

CANADIAN PACIFIC  
RAILWAY CO.'S  
STEAMSHIP LINE.

## THE INTERMEDIATE STEAMSHIP

## "MONTEAGLE"

WILL SAIL FROM HONGKONG FOR  
VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

24th FEBRUARY &amp; 1st MAY.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER £31; LONDON £43 &amp; £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK,

Hongkong, 18th January, 1915.

THE ROYAL MAIL STEAM  
PACKET CO."GLEN" & "SHIRE" JOINT PASSENGER SERVICE  
to NORTH PACIFIC COAST PORTS.New high power twin screw steamers, offering  
excellent accommodation.

VICTORIA, VANCOUVER, SEATTLE, TACOMA &amp; PORTLAND.

All vessels fitted with refrigerating machinery, wireless telegraphy, electric light and steam heating apparatus. A qualified doctor also stewardess carried.

For passage and further information apply to

JARDINE, MATHESON &amp; CO., LD.

Agents.

## AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK VIA PANAMA

THE Steamship

## "ROYAL PRINCE"

Captain Coull, will be despatched as above on Wednesday  
24th February.

For Freight etc. apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, 29th January, 1915.

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Weather.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE DEPTH	DEPTH OVER RAIL AT ORDINARY SPRING TIDES	SIZE OF TIDE
KOWLOON				
No. 1 Dock, Kowloon	100'	(16' top bottom)	50'	7' 6"
No. 2 Dock, Kowloon	214'	7'	18' 6"	7' 6"
No. 3 Dock, Kowloon	254'	40' 3"	14'	7' 6"
Patent Slip, No. 1 Kowloon	280'	50'	24'	7' 6"
Patent Slip, No. 2 Kowloon	280'	50'	24'	7' 6"
TAI-KO-KU-SUI				
Cosmopolitan Dock	150'	50'	50'	7' 6"
ABERDEEN				
Howe Dock	430'	50'	50'	7' 6"
Laurel Dock	270'	50'	50'	7' 6"

Please Address Enquiries to the Chief Manager,

H. M. QYER 63, W.I.N., Forester Dock, Hongkong.

OWN OFFICE:  
QUEEN'S BUILDINGS,  
Telephone No. 20, Hongkong.



# THE HONG KONG TELEGRAPH.

## EXTRA

HONGKONG, MONDAY, FEBRUARY 1, 1915.

### TO-DAY'S LATEST WAR TELEGRAMS.

#### RUSSIANS ENTER TABRIZ.

#### UBLIN MAILBOAT PURSUED BY GERMAN SUBMARINE.

[Reuter's Service To The "Telegraph"]

Feb. 1, 3.45 a.m.  
Reuter's Petrograd correspondent states that after the battle at Sofian the Turks, who had lost heavily, fled to Tabriz, which the Russians entered at noon on Saturday.

Feb. 1, 3.45 a.m.  
The Paris evening communique states that there is nothing of importance to report.

Dublin Mailboat Chased.

Feb. 1, 3.45 a.m.  
The Dublin mailboat Leinster left Holyhead on Sunday afternoon and was pursued off the Kish lightship by a German submarine for a mile.

The mailboat Ulster left Kingstown at the usual hour last evening, being crowded with passengers.

No Prohibition of Sailings.  
The War Risk Assurance Association does not consider it necessary to prohibit the sailing of Liver pool ships.

#### CIGARETTE AND TOBACCO FUND.

For the Allied Troops at  
the Front.

Amount acknowledged to 23rd January, 1915, ...	\$ 2163.27
List No. 1.—Mr. S. H. Dodwell ...	10.00
Messrs. H. A. Lamert, G. Reichman, F. J. Ling, P. Douglas Watson, Wou, H.K., T.M.S., A.H.O., M.T.P., E. G. Smith, O.H.A., W.F.S., G.R.E., W.L., Anonymous, W.L., A.T. 80 cts., Splinter 50 cts., A.H.L. 30 cts., ...	15.00
List No. 2.—Mr. U. Kam Wah, ...	5.00
Private H. A. Walker, A. B. C., ...	5.00
List No. 18.—Mr. A. F. Azzoli, ...	5.00
List No. 33.—Miss Courtin and Miss Bainford, ...	7.00
Secretary, ...	5.90
Commodore Anstruther R.N., ...	5.00
Lt. Comdr. Hanning, ...	5.00
Y. or Morgan, ...	5.00
Staff Surgeon Hunt, ...	5.00
Mr. Jolley, ...	3.00
Chief Writer Kitt, ...	1.50
Ship's Co. H. M. S. Tamar, ...	12.60
List No. 24.—Mr. W. S. Brown, ...	5.00
Mr. J. Hooper, ...	3.00
Messrs. R. L. A. E. A. F., S.A.S., C.F.L., S.J., L.S.F., H. Simmons, B.R. Ismael, T. W. Robertson, R. D. Smith, L. Kay, J. Hyde, R. Packham, ...	28.00
Mr. P. F. A., ...	1.50
Messrs. K. F. June, C. A. Tean, A. \$1., ...	3.00
List No. 43.—Mr. H. P. Winlow, ...	10.30
Mr. B. Baker, ...	7.50
Mr. J. Morris, ...	5.00
Mr. G. A. Walker, ...	5.00
Mr. C. A. Lambert, ...	5.00
Mr. W. G. Clark, ...	3.00
List No. 55.—A. B. O., ...	5.00
List No. 56.—Mr. V. Uidall, ...	10.00
Mr. A. H. H., ...	5.00
Mr. H. Doughty, \$2.00, A.T. & J. H., \$2.00, ...	4.00
List No. 60.—Mr. A. H. Skelton, ...	10.00
Mr. Dancan Clark, ...	10.00
Mr. H. E. Scriven, ...	5.00

#### LOCAL SPORT.

##### Week-end Football and Cricket.

In the last fixture in the senior division of the Hongkong Football League, the Police beat a weak team from the Club by three goals to one. The Club, whose ranks were without some of their strongest men, did well in the opening, and after a fierce raid on the Police goal, Fraser, receiving the ball from a save by Swan after a shot by the Club's centre-forward, tipped it through. Shortly afterwards, while the play was in the Club area, a misunderstanding gave Reynolds a chance, and the equaliser resulted. Play then ruled fairly level to the end of the first half, the score at that stage of the game being one goal all.

In the second moiety, the Police seemed to have things very much their own way, though the pace of the game had considerably decreased. Booker, who in the first half had been well looked after by Railton, managed to get through and gave the Police the advantage with a shot that easily beat the Club's goalie. The third goal for the winners came from a penalty, Booker taking the shot and making no mistake.

**Lam Liong's Victory.**  
The Victoria Rovers met the Lam Liong on the Naval Ground and received an interesting lesson from this clever combination of Chinese footballers, who won by one goal to nil. Despite the fact that the Rovers had all the advantage in weight, they were at a disadvantage in speed, and lacked that idea of combination which gave the Lam Liong the victory. The winners are a team which deserves to be well watched. They play good football and know much more than the elements of the game.

##### CRICKET.

**Civil Service Beat Kowloon.**  
Kowloon C. O. went down very badly before the Civil Service C. O. on Saturday, due to the bowling of E. B. Reed, whose efforts showed the good average of seven wickets for thirty runs. For the winners, R. O. Witcheil, R. E. O. Bird and W. H. Edmunds did well with 35, 23 and 33 respectively. The scores were:—

Civil Service C.C.	
C. D. Martyn, c and b Weaser, 0	
P. T. Lambie, b Weaser, ... 4	
E. B. Reed, run out, ... 12	
A. E. Wood, c Sutton, b Blackburn, ... 14	
R. O. Witcheil, c Fulton, b Robinson, ... 35	
R. E. O. Bird, c Elson, b Fulton, ... 26	
W. H. Edmunds, b Raven, ... 33	
E. J. Tacchi, st. Edwards, b Robinson, ... 8	
W. Hill, c Elson, b Blackburn, ... 10	
B. W. Bradbury, not out, ... 7	
Extras, ... 20	
Total, ... 169	

Kowloon C.C.	
F. Sutton, b Reed, ... 0	
A. R. F. Raven, b Reed, ... 11	
A. O. Brown, c Bird, b Reed, ... 15	
J. P. Robinson, c Reed, b Bird, ... 6	
W. T. Elson, b Reed, ... 7	
J. H. Mead, b Reed, ... 0	
L. J. Blackburn, b Reed, ... 0	
E. J. Edwards, b Bird, ... 0	
W. Weaser, c Witcheil, b Reed, ... 5	
Lieut. Fulton, b Bird, ... 4	
F. Bacon, not out, ... 0	
Extras, ... 1	
Total, ... 49	

##### Bowling.

O. M. R. W.	
E. B. Reed ... 9.1 1 30 7	
R. E. O. Bird ... 9 0 18 3	
The Club Defeats the Garrison.	
The Club on Saturday gained a decisive victory over the Garrison by 87 runs, after a most interesting afternoon's cricket. For the winners, T. E. Pearce did well with 42 runs to his credit. The scores were:—	

Garrison.	
Capt. Matthews, b Donnelly, ... 20	
Major Robertson, c Maas, b Donnelly, ... 22	
Lt. Mann, lbw, b Anderson, ... 6	
Lt. Roupell, b Donnelly, ... 16	
Major Bowen, b Anderson, ... 0	
Major Stansfield, b Sayer, ... 16	
Lt. Sutherland, b Donnelly, ... 25	
Lt. Chapman, b Sayer, ... 0	
Capt. Heath, b Donnelly, ... 1	
Gr. Caple, not out, ... 2	
Corpl. Ross, c Pearce, b Sayer, ... 5	
Extras, ... 9	
Total, ... 112	

##### Bowling.

O. M. R. W.	
Anderson, ... 9 2 35 2	
Donnelly, ... 12.5 1 51 5	
Sayer, ... 4 0 13 3	

H. K. C. C.	
T. E. Pearce, c Robertson, b Bowen, ... 42	
E. J. R. Mitchell, st. Mann, b Bowen, ... 28	
R. Kennedy, b Roupell, ... 11	
S. S. Moore, st. Ross, b Bowen, ... 35	
G. R. Sayer, c Caple, b Bowen, ... 17	
R. P. Thurstfield, st. Ross, b Bowen, ... 7	
M. M. Maas, c Roupell, b Bowen, ... 1	
A. L. Gace, b Caple, ... 11	
H. R. B. Hancock, st. Ross, b Bowen, ... 0	
R. N. Anderson, not out, ... 16	
D. E. Donnelly, c Mann, b Bowen, ... 19	
Bowen, ... 12	
Extras, ... 12	
Total, ... 199	

##### Bowling.

O. M. R. W.	
Heath, ... 5 0 28 0	
Caple, ... 10 1 36 1	
Bowen, ... 14.3 0 78 8	
Matthews, ... 4 0 16 0	
Roupell, ... 6 0 28 0	

**Police v. H. M. S. Tamar.**  
On Saturday the Police met a team from H. M. S. Tamar and won a good game by twenty-four runs and two wickets. The scores were as follow:—

H. M. S. Tamar.	
Pender, b Grimmett, ... 0	
Forrest, b Grimmett, ... 1	
Robinson, st. Booker, b Alexander, ... 1	
Fennimore, c Matthews, b Grimmett, ... 23	
Francis, b Grimmett, ... 7	
Bennett, c and b Grimmett, ... 19	
Mason, b Cooper, ... 9	
Harrison, b Grimmett, ... 9	
Harvey, not out, ... 0	
Lister, b Grimmett, ... 0	
Jenkins, c Cockle, b King, ... 4	
Extras, ... 13	
Total, ... 82	

##### Bowling.

O. M. R. W.	
Grimmett, ... 14 5 37 5	
Alexander, ... 3 1 5 1	
Woodcock, ... 3 1 9 1	
King, ... 4 1 9 1	
Cooper, ... 4 1 9 1	

##### Police.

Booker, c Harrison, b Forrest, ... 12	
Grimmett, c Bennett, b Pender, ... 30	
Withers, st. Francis, b Mason, ... 16	
King, c and b Bennett, ... 10	
Matthews, c Fennimore, b Pender, ... 1	
Pender, ... 1	
Alexander, st. Francis, b Pender, ... 22	
Cooper, b Mason, ... 3	
Woodcock, not out, ... 5	
Cockle, c Francis, b Pender, ... 0	
Extras, ... 7	
Total (for 8 wks), ... 108	

##### Bowling.

O. M. R. W.	
Forrest, ... 3 0 20 1	
Fennimore, ... 7 0 34 0	
Pender, ... 10 3 20 5	
Mason, ... 5 1 18 1	

#### FOR THE PRINCE OF WALES' FUND.

Saturday's Fete at the University.

The fete given by the Hongkong University on Saturday afternoon, in aid of the Prince of Wales' Fund, was a very marked success. There was an enormous attendance of Europeans and Chinese, and, for the concert, the large hall could only offer standing room, even before the performance began.

The Band of the 25th Punjab, under the conductorship of Mr. E. J. Newman, played on the terrace and gave a most excellent programme. All arrangements were of the best, refreshments were to be had at a very reasonable cost, and the Boy Scouts, as their manner is, made themselves generally handy, as guides, programme-sellers etc. All buildings and grounds were thrown open and the public wandered at will.

The out-door feature of the day was provided by two of the University's "star" tennis players, Messrs. Wong Po-ke and Ng Eze-kwong, who played an exhibition set, in which Mr. Ng was victorious. Within doors, amusement both grave and gay was abundantly provided. The Hon. Mr. Wei Yek sent a Chinese juggler and marionettes whose feats were remarkable and were received with enthusiasm both by young and by grown-up; and between Panch and Judy Shows, Aunt Sallies, native bands and coconut shies, there was plentiful diversion of the lighter sort.

But the thickest part of the crowd was to be found in the work-shops and laboratories, both so wonderfully well equipped as to excite the admiration and envy of other institutions in the Far East. Here one found everything from iron-sawing to X rays. Professors of students in charge of the various machinery and scientific apparatus gave demonstrations; the results whereof was that most of us came away far better informed than we were when we entered the building.

Two students gave a very clear and interesting explanation of a machine for testing the strength of steel bars; others exhibited the spectroscopes, the electric telegraph, a friction-testing apparatus etc. Great interest was manifested in the contents of the engineering sheds, where saws for cutting iron, and drills for boring it, were at work. There was also, by the way, a cement-testing arrangement which we commended to the notice of the local building authority. Another feature which attracted much attention was a l.h.p. electrical installation for the home, provided by Messrs. Alexander Ross, which showed how the private house can be provided with hot water, electric light, fans etc., entirely on its own account.

Special mention should be made of a particularly well-given demonstration, by Professor Warren, of high tension discharges and the X rays. To the lay mind the experiments performed were both wonderful and beautiful, while the weird wonders of the X rays gave some of the Chinese the surprise of their lives.

Shortly before the concert was due to begin, there was a general stampede for the great hall, the platform of which was prettily decorated. H.E. the Governor was enthusiastically received and gave an excellent Irish recitation. The full programme we print below. Instrumental Trio—Prestissimo: Beethoven, Op. 1 No. 3; Mrs. G. E. Aubrey, Mr. A. S. Sasman, and Miss F. Austin. Song—Young Tom o' Davon: Kennedy Russell; Captain G. W. Roome, R.N. Chinese Dulcimer; Mr. Poon Yiu Tat. Recitation—Shemas O'Brien; J.

#### "THE GROTESQUES."

There was a full house at the Theatre Royal on Saturday evening when "The Grotesques" appeared for the third time of their season here, with a change of programme. To say that they maintained the reputation which they so quickly established in Hongkong is but merely to give them their due, and it would be no exaggeration to say they presented one of the best entertainments that has been given in Hongkong for some time past. While, of course, the palm for entertainment must be given to Mr. Fred Winn, who brought the house down with "Stewed Prunes and Prisms" and his advice to the young man who wanted to have the size of his mouth reduced, much is to be said for the child impersonations of Miss Irene Gravelle and the singing of Miss Lillian Gwynne and Mr. Arthur Argenti, both of whom have voices of good quality, shown to perfection especially in the "Bacchante" from the Tales of Hoffmann.

Particular mention should be made of the setting. At all times it is artistic, and certainly a change from the usual stage, crowded with details, worrying to most eyes, but the adaptability of it to various lighting and the good effects obtained thereby are certainly worth more than passing notice.

#### STOLEN COAL.

The Komagata Maru Case.

At the Police Court, this afternoon, Mr. Hazeland continued the hearing of the case in which two Chinese from Wanchai were charged with receiving twenty tons of coal stolen from the s.s. Komagata Maru.

Mr. Shenton, of Messrs. Dacon, Looker, Dacon and Harston, represented Messrs. Jardine, Matheson and Company, the owners of the coal; Mr. Dixon, of Messrs. Wilkinson and Griest, appeared for the first defendant; and Mr. Lewis, of Messrs. Johnson, Stokes and Master, appeared for the second defendant. Inspector Gordon was recalled and said he found coal in three of the first defendant's godowns. Two contained sweepings and in the third he saw the coal which was the subject matter of the charge.

His Worship said he would inspect the coal, and if he found a *prima facie* case he would commit the defendants for trial.

Mr. Lewis said there would not be a *prima facie* case. By Mr. Lewis:—Witness said the chief officer, in the other Court, stated that a number of briquettes had been thrown in among the dust coal when it was loaded, in addition to the 300 tons of briquettes consigned. In the third godown he found nine tons of coal. His opinion was that the top layer of coal was there to hide the better coal.

The hearing was adjourned.

S. Le Fan; H. E. Sir Henry May, K.O.M.G.

Duet—It was a Lover and his Lass; Walker; Mrs. G. E. Marley and Mrs. Francis Clark.

Pianoforte Solo—Les Sylphides: Chamaine; Mr. Wei Wing Look. Song—Dream o' Day Jill: Edward German; Mrs. G. E. Marley.

Songs—(a) False Phillis: Anon; (b) The Pretty Creature: Stephen Storace; Hon. Mr. Claud Severn. Instrumental Trio—Rondo: Reissiger; Mrs. G. E. Aubrey, Mrs. A. S. Sasman, and Mrs. F. Austin.

Song—The Last of the Boys: Captain G. W. Roome, R.N. Pianoforte Duet—From Foreign Parts: Moskowsky; Mrs. A. O. Franklin and Mrs. G. E. Marley.

The actual amount realised for the Fund by the sale of admission tickets etc. is not yet to hand, but will be published later.

#### THE RACES.

A Good Entry for the Coming Meeting.

The programme for the coming Race Meeting, which begins on the 22nd inst., has been issued, and the entries are very satisfactory, although considerably below those of last year. The numbers of ponies entered for the various races are:—

**First Day.**  
The Wong-wei-chung Stakes.—21.  
The Maiden Stakes.—18.  
The Victoria Stakes.—11.  
The Valley Stakes.—21.  
The Hongkong Griffin Stakes.—14.  
The Foochow Cup.—14.  
The Trial Plate.—19.  
The Garrison Cup.—21.  
The Professional Cup.—25.  
The Jockey Club Stakes.—14.  
The Racing Stakes.—25.  
Total, 203; last year, 305.  
**Second Day.**  
The Jockey Cup.—23.  
The Exchange Plate.—13.  
The Hongkong Derby.—17.  
The Subscription Griffins' Challenge Plate.—19.  
The China Stakes.—25.  
The Lusitania Cup.—22.  
The Challenge Cup.—10.  
The Royal Naval Cup.—27.  
The "Black Rock" Stakes.—20.  
The Gymkhana Club Cup.—23.  
The Northern Stakes.—14.  
Total, 218; last year, 314.

**Third Day.**  
The Grand Stand Stakes.—22.  
The Great Southern Stakes.—18.  
The Hongkong Stakes.—18.  
The Ladies' Purse.—17.  
The American Cup.—23.  
The Phoenix Stakes.—25.  
The Governor's Cup.—25.  
The Mongolian Stakes.—14.  
The Champion Stakes.—For winners at this year's Meeting.  
The Consolation Stakes.—32.  
The Nil Desperandum Stakes.—26.  
Total, 220; last year, 313.

The entries for the Derby are:—

Mr. Ezra's Gamester.  
Mr. Ezra's Wild Cat.  
Mr. Gilpin's Sir Oslidore.  
Mr. Kadoorie's English Chief.  
Mr. Kadoorie's Scottish Chief.  
Mr. Kadoorie's Irish Chief.  
Mr. Kadoorie's Australian Chief.  
Sir Paul's Standard Dahlia.  
Sir Paul's The Duke Dahlia.  
Sir Paul's Majestic Dahlia.  
Sir Paul's Perfection Dahlia.  
Mr. John Peel's Loomahoon.  
Mr. John Peel's Beattok.  
Mr. John Peel's Carstairs.  
Mr. John Peel's Rachilla.  
Mr. Tierce's Graying.  
Mr. Tierce's Danrobin.

The Challenge Cup. The entries for the Challenge Cup are:—

Mr. Ezra's Neptune.  
Mr. Ezra's Perhaps (late Miy. Be).  
Mr. Ellis Kadoorie's Fijian Chief.  
Mr. Ellis Kadoorie's Saxon Chief.  
Mr. Ellis Kadoorie's Roman Chief.  
Mr. Ellis Kadoorie's Scottish Chief.  
Sir Paul's Dreadnought Dahlia (late Britannic).  
Sir Paul's Sanstar Dahlia (late Sunlight).  
Sir Paul's Triumphant Dahlia (late Torrance).  
Mr. John Peel's Ampfield.

#### TO-DAY'S ADVERTISEMENT.

**WANTED.**  
WANTED.—Experienced lady stenographer seeks temporary or permanent position. Apply "A" c/o "Hongkong Telegraph."











1958-1959



## OFFICIAL NIGHTS.

The following table shows the standard time at which Official Night ends and begins during the month of February, 1915:—

Date.	Ends.	Begin.
Feb. 1st.	6.50 a.m.	6.24 p.m.
" 2nd	6.50 "	6.24 "
" 3rd	6.49 "	6.25 "
" 4th	6.49 "	6.25 "
" 5th	6.49 "	6.25 "
" 6th	6.48 "	6.26 "
" 7th	6.48 "	6.26 "
" 8th	6.47 "	6.27 "
" 9th	6.47 "	6.27 "
" 10th	6.46 "	6.28 "
" 11th	6.45 "	6.29 "
" 12th	6.45 "	6.29 "
" 13th	6.44 "	6.30 "
" 14th	6.43 "	6.31 "
" 15th	6.43 "	6.31 "
" 16th	6.43 "	6.31 "
" 17th	6.42 "	6.32 "
" 18th	6.42 "	6.32 "
" 19th	6.41 "	6.33 "
" 20th	6.40 "	6.34 "
" 21st	6.39 "	6.35 "
" 22nd	6.38 "	6.36 "
" 23rd	6.38 "	6.36 "
" 24th	6.37 "	6.36 "
" 25th	6.36 "	6.36 "
" 26th	6.36 "	6.36 "
" 27th	6.35 "	6.36 "
" 28th	6.34 "	6.36 "

## CAPTURED OR DETAINED.

Lists of Vessels and Cargoes Held.

The following lists which appeared in the London Gazette of the 1st and 11th December, 1914, are published for general information:—

Vessels Detained, or Captured at Sea by His Majesty's Armed Forces.

Name Nationality Where Tonnage Detained.

Alfred Norwegian, Kirkwall: Nobel (4709).

Altair German, Alexandria: (3220).

Bjornstjerne Norwegian, Leith: Concedor Austrian, Alexandria: (1703).

Fram Norwegian, Kirkwall: Fridland, Swedish, Kirkwall: Kalymanos, German, Malta: (2932).

Kamerun German, Captured outside: (5891).

Kara Deniz Turkish, Bombay: (5012).

Kim, Norwegian, Falmouth: Liberia, British, Sierra Leone: (2518).

Ran Norwegian, Liverpool: (3022).

Reed Turkish, Glasgow: Pacha (570).

Sandefjord Norwegian, Halifax: (6026).

Sigra Norwegian, Newport (Mon): (N.S.).

Ships Whose Cargoes or Part of Them Have Been Detained.

Name Nationality Cargo Detained.

Ajax, British, Falmouth: Amatsoga, British, London: Anselm, British, Liverpool: Antigone, British, London: Atturian, British, Liverpool: Brescia, British, Liverpool: Canton, Swedish, Newcastle: City of Madras, British, London: Craighala, Norwegian, Simons Bay.

Cumberland, British, Falmouth: Danube, British, London: Danube, French, London: Egba, British, Liverpool: Elisabethville, Belgian, Liverpool: Erato, British, London.

## CHRISTMAS ON A BATTLESHIP.

(Continued from page 3.)

battery. He said how proud he was of T. Battery. 'You have upheld all the traditions of the Royal Horse Artillery. At times the battery was fighting three to one, and had always held their own. I hope your hardships are all over, but we never know the future and what it may bring forth. I am sure he made every man proud of his battery.' From Gunner R. Smyles to friends in Yarmouth.

Field Humour.

A Willeoden member of the London Scottish, writing from "Somewhere in France," gives an instance of the high spirits of the men. Football was in progress, and, owing to the scarcity of balls, about 350 of the men had to be content to look on. Suddenly one of the spectators stopped the game with a loud shout, and proceeded to make a recruiting speech to the crowd of soldiers, telling them that this was not the time for football when their King and country needed them. The speech produced no "recruits," but even the London Scottish appreciated the joke.

Ordeal of a Retirement.

We came under a terrific shell fire the first time I saw the Germans, and we had to retire. I was in charge of the ammunition carts. The horses became a bit terrified at the bursting, whistling, and screaming shells, and catching hold of one of the tailboard chains I was hauled helter-skelter down the hillside. The strides I had to take fitted in very well with my "seven league" boots. Near the bottom one of the carts turned a somersault, horses and all, and we had to get right under the pitiless hail of shell. We did it though, and marvelled that all our skins were whole. I cannot speak too highly of the endurance, fortitude, and bravery of our men during that hardest of all tasks, retirement. No beer or skittles in that game—a letter from a Private in the 1st Northampton.

Flaminian, British, Liverpool: George United: Hawley, States, Falmouth: Glenloch, British, London: Jeanne Cor-donnier, French, Cork: Kalomo, British, London: Llandoverly: Castle, British, London: Mardinian, British, Liverpool: Moeris, British, Liverpool: Onitsha, British, Liverpool: Orooma, British, Liverpool: Peking, Swedish, Falmouth: Perseus, British, London: Prins Maritz, Netherlands, Trinidad: Salybia, British, Trinidad: Sarpedon, Netherlands, London: Servasia, British, London: Sorpareren, Norwegian, Glasgow: Stuart Prince, British, Manchester: Taurus, Norwegian, Gibraltar: Troldfos, Norwegian, Zanzibar: Tyr, Norwegian, Glasgow: Von'tal, Netherlands, London.

SILIMPON GOAL BUNKERS

can be supplied at cheap rates at SANDAKAN & SEBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

RUTTONJEE & SON.

## POST OFFICE.

## Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide correspondence letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, anywhere en route to Hongkong.

War risks are not covered by postal registration or insurance.

## THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILE IN THE CUSTODY OF THE POST OFFICE, THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRETTE OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended as are also the Parcel Post services to France & Tientsin.

The Public are informed that Gold and Silver in Gold or Bullion or Paper Money cannot be accepted for transmission through the Post without a permit issued by the Superintendent of Imports & Exports.

The Pillar Box formerly at the junction of Perovial Street and Praya East has now been removed to Causeway Bay.

It will be cleared at the following times:—

8.00 & 11.00 a.m. 2.00 & 5.00 p.m.

8.00 a.m., on Sundays & Holidays.

The American Mail, ex 'Mongolia' has been transferred to the Cordillera, which is due to arrive here on the 5th February.

## MAILS DUE.

American, Cordillera, 5th February.

## MAILS CLOSE TO-MORROW.

Fakhol & Haiphong—Per KAIFONG, 2nd Feb. 10 a.m.

Swatow, Amoy & Foochow—Per HAI-YANG, 2nd Feb. 1 p.m.

Shanghai & N. China—Per ANHUI, 2nd Feb. 3 p.m.

Philippine Is.—Per KUEICHO, 2nd Feb. 3 p.m.

Swatow, Amoy, Formosa via Amoy and Takao—Per BOSU, 2nd Feb. 4 p.m.

Japan via Kobe—Per LAISANG, 2nd Feb. 4 p.m.

## WEDNESDAY, 3rd Feb.

Swatow—Per HAIMUN, 3rd Feb. noon.

## THURSDAY, 4th Feb.

Philippine Island and Japan via Mof, Victoria B.O. Tacoma, & United Kingdom via Canada—Per PANAMA, 4th Feb. 1 p.m.

Shanghai, N. China, & Japan via Kobe—Per UMTA, 4th Feb. 2 p.m.

Shanghai and North China (Europe via Siberia) Per YINGCHOW, 4th Feb. 3 p.m.

(Tientsin-Pukow Railway Shanghai Br. P.O. Monday, 8th Feb.)

Ningpo, Shanghai & North China—Per IOHANG, 4th Feb. 3 p.m.

## MONDAY, 8th Feb.

Philippine Is., Australia, Tasmania, New Zealand and New Guinea via Thursday Island—Per EMPIRE, 8th Feb. 10 a.m.

## SHIPPING NEWS.

## ARRIVED.

Sado Maru, Jap. ss. 3,622, A. Asakawa, 31st Jan.—Shanghai, 28th Jan. Gen.—N.Y.K.

Laertes, Br. ss. 1,350, A. Jenkins, 31st Jan.—Salmon, 28th Jan. Gen.—Rico & Co.—China.

Chingchow, Br. ss. 1,195, J. Doyle, 31st Jan.—Kwangyen, 27th Jan. Cement Stone—S. T. & Co.

Hongkong, French ss. 743, A. Marguerite, 31st Jan.—Haiphong, 28th Jan. Gen.—A. R. Marry.

Iohang, Br. ss. 1,225, Pike, 30th Jan.—Hongkong, 21st Jan. Coal—B. & S.

Takung, Br. ss. 997, McClure, 31st Jan.—Hohow, 30th Jan. Gen. and Rice—J. M. & Co.

Helyo Maru, Jap. ss. 1,594, T. Nakamura, 31st Jan.—Kagawa, 27th Jan. Salt—D. & Co.

Unjia, Br. ss. 843, T. P. Paul, 1st inst.—Salmon, 27th ult. Gen.—D.S. & Co.

Tjmanook, Dut. ss. 3,510, A.W. La Rooy, 1st inst.—Java, 23rd ult. Gen.—J. C. J. L.

Yingchow, Br. ss. 1,216, E. L. Jones, 31st Jan.—Shanghai, Gen.—B. & S.

Bayarin, Rus. ss. 1,659, G. Baiding, 1st inst.—Haiphong, 28th ult. Gen.—China.

Haiyang, Br. ss. 1,362, A. E. Hodgins, 31st Jan.—Swatow, 30th Jan. Gen.—D. L. & Co.

Anjo Maru, Jap. ss. Ota, 1st inst.—Mojil, 29th ult. Coal & Gen.—T.K.K.

Taiwan Maru, Jap. ss. 1,145, H. Sakai, 1st inst.—Hongkong, 29th ult. Coal—M. B. K.

Pyrhus, Br. ss. 4,292, Geo. Radway, 1st inst.—Shanghai, 29th ult. Gen.—B. & S.

## DEPARTED.

## January 30.

Sultan van Langkat for Shanghai

Aldenharn for Kola via Shanghai

Holbow for Haiphong via Hobeow

Dagi Maru for Japan via Swatow

Taihan for Shanghai

Daiya Maru for Wakamatsu

Myogian Maru for Takao

Haimun for Swatow

## CLEARANCES AT THE HARBOUR OFFICE.

## January 30.

Chusan for Shanghai

Derwent for Saigon

## February 1.

Kaijo Maru for Foochow via Swatow

Tomahawk for Canton

Ana for Haiphong

Shanghai for Shanghai

Tjibodas for Kola via Swatow

Choyang for Shanghai via Swatow

Yingchow for Canton

Sahine Rickmers for Amoy

Chusan for Swatow

## PASSENGERS ARRIVED.

Per s.s. Yingchow from Shanghai—Mr. Slade.

Per s.s. Tjmanook from Java etc.—Messrs. Stader, Fier, Nyland & Lemmer.

Per s.s. Unjia from Calcutta—Mrs. & Miss Delmar, Messrs. Slade & Slicker.

Per s.s. Haiyang from Foochow etc.—Messrs. E. O. Sullivan & David.

Per s.s. Sado Maru from Shanghai—Mr. E. T. Kelleigh, Mr. W. F. Kelleigh, Mrs. K. R. McEwen, Messrs. D. J. Caise, V. Bridgman, Capt. H. Powell, A. R. Harris, F. S. Murray, R. Burgo, T. O. Carter, J. Singer, R. C. Hyder, T. Edwards.

## TUESDAY, 9th Feb.

Japan via Nagasaki—Per TANGO, 9th Feb. 9 a.m.

Philippine Island and Japan, via Nagasaki, Honolulu, United States, South America via S. Francisco & U. Kingdom via Canada—Per NIPPON, 9th Feb. 9 a.m.

Shanghai, North China, Japan via Mof, Victoria, Seattle U. Kingdom via Canada (Europe via Siberia)—Per SADOMARU, 9th Feb. 11 a.m.

(Tientsin-Pukow Railway Shanghai Br. P.O. Friday, 12th Feb.)

Swatow, Amoy & Foochow—Per HAI-CHING, 9th Feb. 1 p.m.

Philippine Is.—Per TAMING, 9th Feb. 3 p.m.

## THURSDAY, 11th Feb.

Straits, Colombo, Marseilles, & U. Kingdom—Per KAMON, 11th inst., 11 a.m.

## SATURDAY, 20th Feb.

Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Island—Per TAIYUAN, 20th Feb. 11 a.m.

Oysters, Fresh, Fried or Stewed, Pater Headboks, Kippers &c. ALEXANDRA CAPE.

## WEATHER REPORT.

On the 1st at 11.05—Pressure has increased slightly at Weihaiwei and decreased over the remainder of the area more especially over S. Manchuria and Japan; it remains highest in the Pacific to the east of Japan.

A fresh area of high pressure is indicated to the N.W. of Shanghai and depressions are situated over S. Manchuria and Indo-China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 8.00 inches.

## FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E. winds, moderate; cloudy, probably some rain.

2 Formosa Channel. N.E. winds, fresh.

3 South coast of China between H.K. and Lamcocks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

## China Coast Meteorological Register.

1st Feb. a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Worlock 7a 29.91 30 0 0

Nomuro 6a 30.30 s 4

Hakodate 30.25 nwy 1

Tokio 30.12 nwy 1

Kochi 30.09 sw 1

Nagasaki 30.11 0 1

K'agima 30.13 ne 1

Osaka 30.02 nwy 1

Yokohama 30.03 0 1

Ishijima 30.05 ne 2

Bonin Is. 30.14 0 0

Chaofo 30.22 39 82 nwy 7 ho.

Whitlow 30.13 43 80 1 0m

Hankow 30.11 45 ne 3 0v

Kiangsu 30.06 55 ne 1 0

Shanghai 30.02 56 94 ne 1 0

Guthrie 30.05 55 94 0 1b

Amoy 30.02 56 94 0 1b

Swatow 30.05 55 94 0 1b

Takao 30.06 56 94 0 1b

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